

POMRIL.
PURE NON-ALCOHOLIC
APPLE JUICE
Invaluable for Stomach and
Diabetes.
Per doz. quarts.....\$7.25
Per doz. pints..... 4.65
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

ITALIAN VERMOUTH
The only Reliable Brand is
MARTINI ROSSI
SUCCESSORS
MARTINI SOLA & CO.
AGENTS—
F. PRICE & CO.,
12, Queen's Road Central

No. 14,505 號伍零百伍千肆萬第 日壹廿月捌年十叁緒光 HONGKONG, FRIDAY, SEPTEMBER 30TH, 1904. 伍拜禮 號十叁月玖年肆零百九仟壹英港香 PRICE, \$3 PER MONTH.

**WATSON'S PRICKLY
HEAT LOTION**
IS A FIRST-RATE PREPARATION.
IT AT ONCE RELIEVES THE SKIN
IRRITATION AND PRODUCES A
SOOTHED, QUIET FEELING.

**A. S. WATSON & CO.
LIMITED,**
MANUFACTURING CHEMISTS.
ESTABLISHED A.D. 1841. [a1381]

LANE, CRAWFORD & CO.
Have been appointed
SOLE AGENTS
FOR THE
**OLD BLEND
WHISKY.**
The Brand of the
OLD
COACHING DAYS
Price Per 1 Doz. Bot. \$14.00
" " 1 " Flasks 8.00
" " 1 " " 5.00
" " 2 Gallon Jar 14.00 [a2183]

**CUTLER, PALMER
& CO.'S**
Price \$11.00 PER DOZEN
Net
SPECIAL BLEND WHISKY
Bland
Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong. [a46]

JUST ESTABLISHED:
(Telephone No. 497.)
WING SUN & CO.,
No. 54, QUEEN'S ROAD CENTRAL
(Premises Formerly Occupied by Messrs.
C. J. Gaupp & Co.)
HIGH-CLASS TAILORS & OUTFITTERS,
SHIRT & BREECHES MAKERS.
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.
Now Showing:—Latest Flannel Suitings,
New Stock of Ties, Straw Hats, Felt Hats,
Panama, Boots and Shoes, &c., &c.
Inspection Invited.
Hongkong, 5th August, 1904. [1912]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
Casks of 375 lbs. net \$5.00 per Cask or Factory.
Bags of 250 lbs. net \$3.20 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st September, 1904. [a1451]

PURE FRESH WATER.
**THE HONGKONG STEAM WATER-
BOAT CO., LD.,** is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.
J. W. KEW,
Manager,
1st Floor, 37, Connaught Road
Hongkong, 13th June, 1904. [1473]

**CARLTON HOUSE,
HOTELS,**
8 & 10, TCE HOUSE ROAD.

FIRST-CLASS PRIVATE HOTELS.
Cool Rooms, Elaborately Furnished. Com-
fort of Residents and the Cuisine a specialty.
Special Rates for Monthly Boarders.
For terms apply—
B. F. HOWARD,
Manager.
Hongkong, 24th September, 1904. [1621]

E. C. WILKS & CO.
CONSULTING MARINE AND ELECTRICAL ENGINEERS AND SURVEYORS
MARINE AND ELECTRICAL CONTRACTORS.
SHIP-DESIGNING AND CONSTRUCTION.
ENGINES, PUMPS AND ELECTRIC MOTIVE POWER FOR FACTORIES,
POWER INSTALLATIONS, &c.
MACHINERY AND ELECTRICAL REPAIR WORK, &c.
Agents for Messrs. W. H. ALLEN & SON'S ENGINEERING AND ELECTRICAL MACHINERY.
Agents for H. W. JOHN'S ASBESTOS GOODS.
Cable Address "MARINEWORK," Hongkong.
Telephone No. 358.
13, Beaconsfield Arcade, Hongkong.
Hongkong, 24th August, 1904. [a1153]

PHOTO SUPPLIES
DEVELOPING AND PRINTING
GOOD WORK.
PROMPT
RETURN.
UP-TO-DATE DARK ROOM
FITTED WITH ELECTRIC LIGHT AND FAN
AT THE DISPOSAL OF AMATEURS.

LONG, HING & CO.,
PHOTO GOODS STORE,
17A, QUEEN'S ROAD CENTRAL.
(Same Premises as Messrs. Ah Chee).
Hongkong, 15th August, 1904. [a33]

ARNHOLD, KARBURG & CO.
LARGE STOCK
OF
LIGHT RAILWAY MATERIAL
ENQUIRIES SOLICITED.
Hongkong, 29th April, 1904. [a333]

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC, \$23.50 PER DOZ. Distinguished by Four Stars on the label.	C.P. & Co.'s INVALIDS' PORT \$21 PER DOZ. This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassell.
ANOTHER FINE COGNAC, \$18.50 per doz. Less old than the above.	DOURO PORT, \$15.00 PER DOZ. A fine, full, and fruity wine.
IMPERIAL BRANDY \$12.00 PER CASE.	AMOROSO SHERRY, \$20 PER DOZ.
THE ELITE OF WHISKY— THE "PALL MAIL," \$21 PER DOZ.	LA TORRE SHERRY, \$17.00 PER DOZ. A natural and most pleasant wine to the taste.
11 Years old: the finest quality shipped. Each bottle bears an Analyst's certificate.	BENEDICTINE LIQUEUR— D.O.M., \$41.75 PER DOZ. QUARTS. \$43.75 PER 2 DOZ. PINTS.
C.P. & Co.'s OWN SPECIAL BLEND WHISKY, \$11.00 PER DOZ. Very soft, palatable, and mature. EVERYBODY SHOULD TRY THESE ITEMS	THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [a45]

We have Just Landed a Few Cases of Champagne in QUARTER
Bottles suitable for invalids.
LANSON VIN. 1898.
Price.....\$15 Per Dozen.

CALDBECK, MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS,
15, QUEEN'S ROAD.
Hongkong, 20th September, 1904. [a35]

NERNST
NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO
EDM. JOHANNSEN OR SIEMSEN & CO. 55a
W. BREWER & CO.
23 and 25, QUEEN'S ROAD.

LETTS' DIARIES 1905. Electricity in the Service of Man ... \$9.00 The Man Roosevelt ... 4.60 Post Card Painting ... 0.80 Chinese Characteristics, by Smith ... 4.50 Village Life in China ... 4.50 Stanley Gibbons' Stamp Catalogue, British ... 1.50 Foreign ... 1.50 The Vanguard: a Tale of Korea ... 3.50 The Light of Asia, by Arnold ... 1.50 Tennyson's Poems, bound in Lambkin ... 3.00 Wordsworth's Poems, bound in Lambkin ... 3.00 Lauder's Shorter Works, bound in Lamb- skin ... 3.00 Shakespeare's Poems and Songs, Lamb- skin ... 2.20 De Poe's Journal of the Plague Year, bound in Lambkin ... 2.20 Rational Home Gymnastics, by Nissen ... 2.50 Every Man His Own Lawyer ... 5.25 War Ships: a Text Book, by Attwood ... 9.00	JUST RECEIVED. STOCK OF COLOURED PASTELS—CARTOON. HEADS, THE AMERICAN GIRL, A DAY'S SHOOTING, THE SEASONS, Pictures by Harrison Fisher, WILD ANIMALS. DATING STAMPS, Great Variety. THE YANKEE STYLO PEN. BRASS FRAMES and COPPER FRAMES, Various Sizes. SETS OF BADMINTON EGYPTIAN CIGARETTES [a33]
---	---

TIRED WHEN YOU GET UP?
Do you get out of bed in the morning feeling "all played out," dull headache, no appetite,
no energy?
WATKINS' IRON TONIC
A simple tonic that will make all the difference in the world in the way you feel. It will
stimulate your liver, tone up your system, give you an appetite. You need only take it a short
time before you will get up in the morning with a clear head, a pure sweet breath, and feeling
like work.

WATKINS LIMITED,
CHEMISTS, AERATED WATER MANUFACTURERS,
APOTHECARIES' HALL, WATKINS BUILDING. [a37]
**THE
LAHMEYER ELECTRICAL CO., LD.,**
LONDON.
AND
**ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.
W. LAHMEYER & CO., FRANKFURT A/M.**
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA. 5

LANE, CRAWFORD & CO.
MUSIC DEPARTMENT.
The FINEST ENGLISH and FOREIGN-MADE PIANOS are those of
BROADWOOD & SONS.
BRINSMEAD & SONS.
COLLARD & COLLARD.
CHALLER & SONS.
ALLISON & CO.
DORNER & SONS and STEINWAY & SONS.
They can be purchased in Hongkong from the SOLE AGENTS ONLY, viz:—
LANE, CRAWFORD & CO.
Hongkong, 23rd September, 1904. [a34a]

PO CHEUNG & CO.
昌寶
14, QUEEN'S ROAD CENTRAL.
FURNISHERS AND UPHOLSTERERS.
GENERAL DOMESTIC GOODS, &c.
COUNTERS, PARTITIONS, FITTINGS, ETC.
MADE TO SIZES AND PARTICULARS.
DESIGNS FORWARDED ON APPLICATION.
TELEPHONE 460.
Hongkong, 15th August, 1904. [a1708]

JAPAN COALS.
**mitsui BUSSAN KAISHA
mitsui & CO.**
HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.
OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Kamatsu, Nagasaki,
Kuchino, Sasebo, Maidaura, Miike, Hakodate, Taipeh, &c.
Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes)
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fajinotana, Mameda, Mannoura, Onoura Otanji,
Sasaburu Teubakuro, Yoshimoto, Yoshio, Yuzokibara, and other Coals.
S. MINAMI, Manager, Hongkong.

HONGKONG HOTEL
A FIRST-CLASS HOTEL IN EVERY RESPECT
Elegantly Furnished Reading, Drawing
Music, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
Hotel Residents.
Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with European
Matrons in attendance.
Ladies' Cloak Room.
Hydraulic Elevators to each Floor.
Bedroom Accommodation—131 rooms.
Electric Lighting throughout. Electric Fans
in Rooms, if required.
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel Co.
Wines cooled by Hotel refrigerators.
Hotel Linen washed on Premises by
machinery.
Fire Extinguishing Mains and Emergency
Exits on every floor.
MODERATE CHARGES! NO EXTRAS!
H. HAYNES,
Manager.

**THE
PEAK HOTEL.**
Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.
A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
Telephone No. 23.
Town Office: 7, DUNDRELL STREET. [a194]

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June 1903. [a1802]

CONNAUGHT HOUSE.
A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a2149]

**MACAO
AND
CANTON
HOTELS.**
A LITTLE CHANGE.

**THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable.**
WM. FARMER,
Proprietor. [a2196]

**"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO**
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong
One steamer (s.s. *Hengshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
THE MANAGER.
[a2241]

A. LING & CO.,
FURNITURE STORE,
PLATED, GLASS AND CROCKERY
WARE, &c., &c.; and FOCCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [2276]

INTIMATION

A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

CHEMISTS, DRUGGISTS,
PERFUMERS, &C.

RECOMMENDED

WATSON'S
PRICKLY HEAT
LOTION.

A reliable and efficacious remedy.

WATSON'S
HOUSEHOLD
AMMONIA.

For the Bath, Toilet and Household.

Promotes a healthy action of the skin,
counteracts all effects of perspiration, and is as
refreshing and invigorating to the system as a
Turkish Bath.

WATSON'S
CARBOLIC
SOAPS.

Recommended by the Medical Profession.

THE
HONGKONG
DISPENSARY.

ALEXANDRA BUILDINGS.

[31]

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and all
articles with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymously signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only supplied for Cash.
Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed.
Lieber's
P.O. Box, 33. Telephone No. 12

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, SEPTEMBER 30TH, 1904.

THE London Times, in a three-and-a-half-column length article, claims to have employed wireless telegraphy, or rather wireless telephony, for the first and last time as an adjunct of journalism in wartime. It seems rather premature to say that the first experiment will also prove to have been the last, especially in view of the successful report contributed by its special correspondent at Weihaiwei. This report forms a valuable advertisement of the virtues of Dr. De Forest's system, and is very interesting reading indeed. It appears that the Times correspondent met Dr. De Forest on the Atlantic liner, and that on their way to New York, having discussed the prospects, the inventor guaranteed that if the correspondent would erect masts 180 feet high at both transmitting and receiving stations, the De Forest Company would supply apparatus that would operate with certainty over a distance not less than two hundred miles. As a matter of fact, messages were eventually carried a distance of 210 miles, accurately, and that with hills sometimes intervening. Weihaiwei was chosen for a base because the chief interest of the war was anticipated to centre, for the first six months at least, in and about the Yellow Sea and the Gulf of Pechili. In spite of a "considerable pressure" put upon him to establish the station elsewhere, the correspondent, as is well known, erected his mast (higher than the average church steeple) on the island of Liu-kung-tan, which practically forms the harbour at Weihaiwei. It was by no means a simple operation, and after numerous difficulties and accidents had been overcome, it was found that an important, though small, piece of the electrical plant, the electrical exciter, had been lost in transit. Without this essential

it was impossible to transmit messages from the shore station to the vessel, though it would be possible to receive messages from sea.

However, even that trouble was overcome, and in 26 days, only five more than the company's contractors usually stipulate for, the station was in working order. One drawback mentioned is rather curious, when we remember that Dr. De Forest insists on a height of at least 180 feet for the standards. It is stated that a headland well above sea level is not the most suitable site for a station, as at first thought we would naturally suppose. At Weihaiwei, they were a hundred feet above the water, thereby, it is suggested, "causing difficulty in the ground contact."

Though they were able to transmit, by means of their 102ft. exposure of wire on board the ship, messages which the receiving station could take easily over 100 miles, they could not receive a reply beyond 60 miles, and sometimes, when the weather was bad, not at all. March 17th is the notable date on which a really important war message, conveyed by the new medium, was first published; and sad to relate, the Times did not realize the importance of the occasion. Owing to a misunderstanding, the message was given as if it had been sent direct from Weihaiwei, whereas it had really travelled seventy-five miles first from the Hainan.

This despatch reported the landing of Japanese at Chinampo. For nearly a month (March 21st to April 13th), although hovering about in sight of Port Arthur, the Hainan rarely saw a Russian vessel. It appears that the apparatus was really as useful in the matter of "eavesdropping" as it was in transmitting the news obtained. The Russian and Japanese messages could not be improperly used, as they were all in cipher, but they could easily recognize the difference in the systems employed, and by this means they were able approximately to tell the distance they were from the various ships. Moreover, the operator, who was extremely expert, began to recognize the notes of various ships. That is to say, he could tell if a Russian ship was at sea by listening for the answering communication from the shore. He could also detect whether the Japanese messages were being transmitted by relay to the naval base or whether the fleet itself was at sea. Thus the Hainan frequently knew exactly what course to steer to be "in at the death."

The Times operator was careful to abstain from using his instrument until the battleships were duelling with the forts, as it would have been manifestly unfair to send news of the position of the fleet, which either could have tapped and made use of strategically. So they listened instead. The Russians were repeating the alphabet over and over again in order to "queer" the Japanese recording instruments. The Times correspondent makes a remark suggestive of unexpected uses to which the new invention may be put. He says:—"I am not sure it was not the constant use made by the Russians of their shore stations that prevented Togo from coming up in time to catch MAKAROFF's squadron outside. There is some discrepancy in the times given when the Japanese decoy squadron sent its messages to Togo and when MAKAROFF decided that he was too far out at sea and reshaped his course towards Port Arthur. It was only when the Russians stopped their 'queering' process in order to receive a message from the Bagin that the Japanese second-class cruiser squadron was able to get an interval in which to send its all-important message. We received both messages, the Japanese, of course, being in their own private cipher, that from the Bagin being half in cipher, with a few words in French, and signal 'B.A.' But when once Togo had hoisted his fighting flags and sailed in under the guns of Port Arthur we felt that we were justified in sending just a short message, and so at 9.15 we sent a brief report from within seven miles of Port Arthur, which furnishes the first record of a wireless message reporting a naval engagement being sent direct from the scene of operations to the office of the journal which was to give it to the public."

The English mail of the 27th August was delivered in London on the 26th inst.

The s.s. Oda arrived from Moji yesterday with the crew of the s.s. Knight Commander, consisting of 32 Indians and one Chinese.

Admiral Withoff's last signal before his death was: "Remember the Emperor's order not to return to Port Arthur."

The Peak Tramway Company, as may be seen in the altered advertisement, have added two more morning cars to the weekday service.

Mr. T. P. Cochran, the manager of the Chartered Bank of India, Australia & China, yesterday morning received from the London Office a telegram advising him that a dividend had been declared for the past half year to 30th June, 1904, at 11 per cent. p.a. free Income Tax.

Le Petit Journal confirms the report that the Minister of Marine has decided to send two more submarines to Indo-China. The torpedo depot ship *Foudre*, which has already conveyed the submarines *Lynx* and *Protée* to Saigon, was to leave for that port at the end of August with two vessels of the *Naiade* type.

We regret to learn, says the *Foohow Echo*, that Rev. Mr. Holden, who conducted a series of religious services at Kalia a few weeks ago, and since then has been holding special services at Shanghai, was taken very ill on the way back to this port this week, and on arriving at Pagoda Anchorage was removed at once to Dr. Myers' hospital.

Messrs. Shewan, Tomes & Co. will probably move into their new building, St. George's Building, next week. They will occupy the first and second floors, and two large rooms, facing the sea, on the ground floor. Messrs. Blackhead & Co. will occupy the east part of the ground floor; and Messrs. Gibb, Livingston and Co. the top floor.

The President of the Chamber of Mines, speaking at a meeting at Johannesburg last month, said that the effect of the employment of Chinese in the New Comet Mine was that 136 white men were now working in the mine as compared with 34 in the month before the arrival of the Chinese. Mr. Schumacher stated, on behalf of Messrs. Eckstein, that the Chinese would in no way take the bread out of the mouth of any white.

In the opinion of the editor of our local contemporary *Cheung-kok-po* ("The China") there will be another Boxer outbreak after the Japan-Russo War. In the same manner that Minister Koung Bi was sent to South China to raise funds for military purposes before the Boxer trouble, Titi Leung has left on a similar mission. The Kwangsi rebels are at present creating considerable disturbance, not only in Kwangsi Province itself, but also in a part of Kwangtung.

Sir Marcus Samuel, ex-Lord Mayor of London, has just received through the Japanese Minister, Viscount Hayashi, the order of the Knight Commander of the Rising Sun, conferred upon him by the Emperor of Japan. For a period of twenty-five years the firm of which Sir Marcus Samuel is the head has been intimately associated with Japan, and has had close relations with the Japanese Government. The decoration consists of a handsome gold and white enamel eight-pointed star, with a large ruby in the centre representing the Rising Sun, surmounted by the leaf and flower of the kirt tree, the emblem of Hideyoshi, one of Japan's greatest warriors.

Municipal trading appears to be becoming quite popular in England. The latest example comes from Huddersfield, where the Corporation have recently netted a year's profit of £700 by carrying parcels on the electric tramcars. Tradesmen on the routes are appointed agents for the reception of parcels, and appear to be well satisfied with arrangements. The scheme embraces quite a novel feature in the form of dinner-carrying. For three times a week the cars carry workmen's dinners to fixed points, where the recipients await them. Taking in "father's dinner" is no longer an excuse for absence from school, for the scheme is immensely popular with the men and their wives.

The projected Mission to Southern Persia will leave India about the end of September. It will be purely commercial in character, and will consist of representatives of the various Chambers of Commerce, who all appear to be favourably disposed towards the proposal. The Mission will be accompanied by some Persian officials, but no definite arrangements have yet been made as to this. It will cover that part of Persia regarding which we have least information at present, and which can readily be served from the Gulf ports. The Mission will be absent from India about six months in all.

Pioneer Mail.
At Gorleston, England, a tablet has been erected on the wall of a house in which Captain Manby resided which bears the inscription:—"In commemoration of the 12th February, 1808, on which day, directly eastward of this spot, the first life was saved from shipwreck, by means of a rope attached to a shot fired from a mortar over the stranded vessel, a method now universally adopted, and to which thousands of sailors of different nations owe their preservation." Captain G. W. Manby, who was barrack master at Yarmouth, saved seven lives from a wreck on his first experiment with this ingenious invention and was rewarded by Parliament with grants amounting to £3,000.

By kind permission of Lt.-Col. Iremonger and officers, the Band of the 33rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner, this (Friday) evening:

March..... "Des Terrors"..... Godard.
Overture..... "Der Koenig Lieutnant"..... Tilt.
Selection..... "Floradora"..... Leslie Stuart.
Serenade..... "Love in Idleness"..... Macbeth.
Selection..... "The Runaway Girl"..... Ivan Gayell.
Waltz..... "Blue"..... Margie.
Tombola..... "The Original Napolitano"..... Jullien.
Menu..... Hors d'oeuvres—Sliced Tomatoes, Cucumbers, Lettuce, Red Fish on Toast, Soup, Tomatoes and Macaroni, Fish—Boiled Fish and Shrimp Sauce, Entrées—Roast, Snipe on Toast, Grilled Fillet of Beef and Tomatoes Sauce, Stewed Brisket of Mutton and Chestnuts, Joints—Roast Sirloin of Beef, Roast Turkey, Cold York Ham, Curry—Chicken Liver, Salad—A la Germane, Vegetables—Boiled Potatoes, Mashed Potatoes, Cabbage, Sweet Corn, Swiss Chaud-fou, Apples, Finger Cakes, Dessert—Fruits in Season, Tea and Coffee.

The s.s. *Shanmuel* left dock yesterday morning and is now loading for San Francisco.

Entries for the Hongkong Cricket League Competition close to the Hon. Sec., Mr. A. E. Asger, to-day.

On page 5 of this issue the Supreme and Police Court reports will be found, with a report on the trade of Lappa for 1903.

The Colonial Secretary yesterday received a telegram from H.M.'s Consul at Batavia to say that quarantine restrictions against Hongkong shipping going to that port have been removed.

It is scarcely credible (says the *Nottingham Express*), but it is nevertheless a fact, that the London and South Western Railway Company have lost a locomotive. Engine-sheds are being searched, and every mile of the line is being examined from London to Cornwall, but no trace of the missing engine has been found. How it could have vanished the railway officials do not know, but they have two explanations to offer. One is that the engine may have been shunted on to some branch line in Cornwall or Devon and its existence forgotten, and another that a new number may have been given to it and the old number still retained on the company's books.

The *Foohow Echo*, mentioning that the local Amateur Dramatic Society has a small debit balance against it, adds:—"When a Society has once been faced by a debit balance it is apt to become callous and lose its sense of shame. Let us hope *Foohow* will support the funds of the A.D.C. as generously as it has done in the past, and all will be well. The great want is a brilliant burlesque for the Race week. If any of our readers are so inclined now is their opportunity. There should be no scarcity of rich material to work upon while we have such fascinating subjects at hand as Consuls and Camphor, Bridge and Billiards, and Griffins and Golf, Columbias and Santa, etc., etc."

This manifesto, used at the Chertsey bye-election, is another example of how feeling sometimes runs at home:—"We, the undersigned residents in the Chertsey Division, who served and suffered for our country in the South African war, hereby enter our indignant protest against the action of the Government in sanctioning the importation into South Africa of indentured Chinese labour. We never dreamt that it was for this that we endured the hardships and privations of the war. We call upon all electors of the Chertsey Division to use the opportunity offered them by the present bye-election to show their resentment at the action of the Government by voting for Mr. Thomas Sadler, who is opposed to the Chinese Labour Ordinance."

"Apropos the 'chess wave' at Home, the *Daily Graphic* says:—"We are not a nation of chess-players, as, for example, are the Japanese, among whom the game serves as a natural bridge between social grades; but there are a great many 'chess friendships' in England, kept up by postcard games and the recognition of initials in the list of solutions of problems. Perhaps there is some truth in the old accusation against the game that the man who excels at chess will never excel at anything else; but it fulfils some of the requisites of a means of international communication. It is symbolic, and requires no common knowledge beyond acquaintance with the rules and moves and the titles of the squares, all of which may be learned in a week."

A youth at Home was charged by his employers with unlawfully absenting himself from business. It appears he had applied in July for a fortnight's holiday, and was told that he could take a week, commencing with the August Bank Holiday. On July 22nd he absented himself from work, and sent a doctor's certificate stating that he was suffering from metallic poisoning. On inquiry being made it was found that instead of being at home ill he had gone to Deal and joined the Lads' Brigade that was camping there. On returning he wrote to the firm saying that he was still unwell, and he went off with another Volunteer brigade. The doctor who gave the certificate was interviewed, and said the boy had "imposed on him," telling him that he was suffering from metallic poisoning.—The Defendant: "The doctor asked me my symptoms, and I told him. He said, 'Do you think it's metallic poisoning?' and I said, 'Yes; put that down.' (Laughter.) We do not yet know what was done to him, the case being adjourned when the mail left."

WHITE OR BROWN BREAD?

Of the many interesting results of the official dietetic experiments described to the British Association by Professor Atwater, of Connecticut, that which will command most attention is the discovery that white flour contains a larger proportion of digestible constituents than whole-wheat meal. This is another popular theory exploded, and another illustration afforded of the danger of arguing directly from the laboratory to the human organism. Because the test tube showed that whole meal was richer than flour in the constituents of the body, dietetic reformers jumped to the conclusion that it was the better food. Experimentum in corpore has now proved them to be wrong. It would be equally fallacious, however, to go to the other extreme, and claim that to all persons and at all times the preparations of white flour are more nourishing than those of whole meal. Much depends upon the cooking; still more upon the digestive idiosyncrasies of the consumer. The wise man is he who eats, not to the rule of others, but to that of his own suppetic experience.

TELEGRAMS.

[REUTERS' SERVICE.]

LEAVING LHASA.

LONDON, 27th September.

The British expedition left Lhasa on the 23rd inst. The aged Regent in taking farewell of General Macdonald, thanked him in the most touching manner for not violating the Shrines, and presented him with a golden image of Buddha.

MASONIC FUNERAL.

Mr. Lawrence Mallory, whose death was mentioned in our issue of yesterday, was buried at Happy Valley yesterday afternoon. Mr. Mallory, as a Freemason, was Deputy District Grand Master of Hongkong and South China (Scottish Constitution). His brother Masons attended the funeral in full regalia. The body passed the Monument at 5 p.m. Besides Mr. Mallory's Masonic brethren, many non-Masons attended. Included in those present, with their Masonic designations, were:—

Right Worshipful Bro. Paul Clater (District Grand Master of Hongkong & South China), Right Worshipful Bro. Jordan (Scottish Constitution District Grand Master of Hongkong & South China), Worshipful Brothers G. A. Caldwell, G. P. Lammert, J. W. L. Oliver, C. W. Longuet, Harker, G. Piercy, Watkins, T. Hough, Focken, Andrews, Brunett, Tarrant, Hyett, Claret, A. N. Hake, Spafford, F. Howell, W. L. Ford, Horley, Brothers H. N. Mody, Grace, Chater, T. A. Lyons, M. Marti, M. A. Razack, E. A. Scolemanjoe, Wiltshire, Blake, Hodgson, Allwork, Munge, E. Osborne, G. B. Sayer, Dangehee, R. H. B. Mitchell, J. Gaul, Collett, C. J. Tyndale Lea, T. Swaby, W. J. Terrall, A. G. Damerell, N. A. Johnson, G. Warren, G. Tarbet, S. D. Sotna and many others.

The Rev. F. T. Johnson officiated, and Sir Paul Clater went through the Masonic ceremony.

HONGKONG HOCKEY CLUB.

The annual general meeting of the Hongkong Hockey Club was held at the Hongkong Club yesterday evening. Mr. J. Barton occupied the chair.

Mr. Barton, in moving the adoption of the report and accounts, remarked that they spoke for themselves and there was no need to enlarge on them. They had had a successful year and the Club was on a sound basis to commence the coming season.

Mr. Knyvett seconded, and the motion was carried.

Mr. Barton moved that the following committee be elected "en bloc":—L. Murphy (captain); L. E. Dartnell, R.N.; Capt. P. G. Davies, A.O.D.; J. Hooper; C. P. Chater; P. K. Knyvett; T. C. Gray (Hon. Sec. and Hon. Treas.).

This was carried.
On the motion of Mr. T. C. Gray, seconded by Mr. Hooper, a hearty vote of thanks was accorded the Chairman. This terminated the proceedings.

ROYAL HONGKONG YACHT CLUB.

The annual meeting of the Royal Hongkong Yacht Club was held at the Hongkong Hotel last evening. Hon. F. H. May presided, and a number of members were present.

Hon. MAY said that H.E. Sir Matthew Nathan, the Governor, took a great interest in yachting. There was no time this season, however, for him to get a yacht, but he had been asked and consented to be patron of the Club. As a mark that they were becoming famous the Irish International Exhibition had invited them to send some of their yachts, and he was sure they all wished they could be there.

The officers for the ensuing season, were then elected as follows:—

Hon. F. E. May, commodore; Commodore Dieken, R.N., vice-commodore; Committee: Messrs. H. W. Bird, M. Slade, Hon. H. E. Pollock, J. Hastings and A. Denison; Mr. Ough, treasurer; Col. L. F. Brown, R.E., secretary; Mr. Gale, measurer; Capt. Watkins and Mr. E. M. Hazland, assistant measurers.

The dates decided on for the races, all public holidays being avoided, were:—

Opening Cruise, October 20th; 1st Club race, October 30th; 2nd Club race, November 6th; 3rd Club race, November 20th; 4th Club race, December 4th; 5th Club race, December 18th; 6th Club race, January 8th; 7th Club race, January 22nd; 8th Club race, February 12th; 9th Club race, February 26th; 10th Club race, March 5th; 11th Club race, March 19th; 12th Club race, April 2nd.

A member complained that notices regarding the meeting had not been sent around, and this was noted by the secretary.

There was some discussion about races for cruisers, but the Chairman ruled any formal motion on this subject out of order, and the matter was left for the committee.

It was decided that the races should commence at 1 p.m., one-design leaving at 1.10 p.m. and handicap class boats at 1.20 p.m.

The meeting concluded with a vote of thanks to the Chairman.

Not long ago, the papers had it that General Kuroki was a Frenchman, his name really being something like Curique. Now we are told that he is by descent a Pole, whose father fled from Russia after the revolution of 1831. According to M. Oshimo, who claims to be General Kuroki's nephew, the Japanese Commander's real name is Kurovski, which is the appellation of a noble Polish family, and he offers, in proof of his statement, an envelope with General Kuroki's crest, which is identical with that of the Kurovski family. According to the gentleman, who is a student at the University of Berlin, Kuroki's father, on his death-bed, left to his son that heritage of hate for Russia which only a Pole can bequeath.

THE WAR.

[REUTERS' SERVICE.]

AMERICA TO CONVENE THE HAGUE TRIBUNAL.

LONDON, 27th September.

It is authoritatively stated in Washington that President Roosevelt will not wait for the conclusion of the war to call a conference at the Hague, early in 1905.

COALING RUSSIAN CRUISERS.

LONDON, 27th September.

The *Terek* has arrived at Lisbon. The Madrid *Espana* states that the *Terek's* treatment at Las Palmas was due to the British Ambassador giving the Government semi-officially to understand that Britain would protest against the utilisation of Spanish territory as a base for harassing British commerce. The coaling which had already begun was then stopped.

LATER.

The story published by the *Espana* is officially denied in London.

A GUNLESS CRUISER.

LONDON, 27th September.

The Russian volunteer cruiser *Nijni Novgorod* has passed the Dardanelles en route to Candia and Port Said, where she will await instructions. She is flying the commercial flag and carries no guns or munitions of war.

THE RUSSIANS AT KOWLOON.

"Fair Play" writes expressing his pleasure at our "sensible note" on the treatment of our Russian guests, and asking us to refute the "untruthful suggestions" of a contemporary.

We are not displeased by the compliment; but wish it to be distinctly expressed and understood that we disapprove of the principle of addressing contradictions or other comments to any journal but the one that published the statements they relate to. Obviously the other practice is unjust and unreasonable.

In the present case, we publish extracts from the letter because of their immediate interest.

The Russian rank-and-file at Kowloon are provided with thick mattresses for their "plank beds," and our correspondent assures us that he prefers and uses a bed of exactly similar kind.

"The picks and shovels are supplied by the Colonial Government, not by the military authorities, and the work the men will be employed on (I hear on the best authority) will be under the orders of the Colonial Government, and connected with King's Park."

"As regards the general comfort of the men, the Russian Consul states they are exceedingly comfortable."

THE STRENGTH OF THE RUSSIAN FORCES.

The St. Petersburg correspondent of the *Matin* last month sent the following "precise information" as to the number of troops now at the disposal of Russia in the Far East. The forces guarding the railway line are excluded from this calculation. At Port Arthur there are in all 47,000 men, 10,000 of whom are now hors de combat. The field artillery number 5,000. At Vladivostok General Linerich has under his orders 40,000 men. General Kurapatkin's forces, amounting to 150,000 men at the maximum, are face to face with 250,000 Japanese. But the rain may save the situation, according to military circles in St. Petersburg, for if operations are delayed for some time longer the 5th and 6th Eastern Siberian Army Corps, both numbering 30,000 men, the 1st (St. Petersburg) Corps, also 30,000, and the 8th Army Corps, which, however, is not yet formed—in all 120,000 men—may join the army at the front before the next engagement takes place. In the St. Petersburg churches, according to the correspondent of the *Matin*, prayers are being offered that the rain may continue to fall unrelentingly.

A "NOBLE DELUSION"

Speaking at Plombieres, before the Society of Veterans, M. Meline said that the society was a living protest against the new school which sought to deny the idea of a Fatherland and the principles upon which love of one's country was based. The speaker went on to relate the dreams of internationalism, which he declared to be dangerous. The reality, M. Meline declared, was very different. "National patriotism," he said, "exalts itself and daily becomes more personal and more exclusive. Great Britain, Germany, and the United States do not shrink from any sacrifice to increase their war equipment. We ought to profit by the example of Russia, who tried to avoid war, made every concession, but all in vain, for Japan had determined upon war. Russia has to-day to make immense efforts to atone for her over-confidence, and must bring into the struggle treasures of heroism and sublime patience if she wants to make sure of victory. It was the same in 1870. We did not believe in the possibility of war. The saying was: 'The Empire is Peace,' and it was this noble delusion which led us on to disaster. It is for veterans to remind the young fighters that if they should not seek war they should always be ready to wage it."

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday afternoon in the Council Chamber. Present:—

HIS EXCELLENCY THE GOVERNOR, SIR MATTHEW NATHAN, K.C.M.G.

HON. COLONEL L. F. BROWN (Commanding the Troops).

HON. F. H. MAY, C.M.G. (Colonial Secretary).

HON. E. H. SHARP, K.C. (Attorney-General).

HON. L. A. M. JOHNSTON (Colonial Treasurer).

HON. A. W. BREWIN (Registrar-General).

HON. CAPTAIN I. A. W. BARNES-LAWRENCE, R.N. (Harbour Master).

HON. P. N. H. JONES (Director of Public Works).

HON. DR. HO KAI, C.M.G.

HON. W. A. YUK.

HON. R. SHEWAN.

HON. GERRARD STEWART.

HON. W. J. GIBSON.

MR. S. B. C. ROSS (Clerk of Councils).

FINANCIAL.

The COLONIAL SECRETARY laid on the table Financial Minutes (Nos. 49 and 50) and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

The COLONIAL SECRETARY laid on the table the Report of the Finance Committee (No. 10) and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was agreed to.

APPROPRIATION BILL.

The COLONIAL SECRETARY moved the second reading of the Bill entitled an Ordinance to apply a sum not exceeding five million eight hundred and thirty-five thousand four hundred and seventy dollars to the Public Service of the year 1905.

The COLONIAL TREASURER seconded.

HON. R. SHEWAN said:—Before venturing to offer a few remarks upon the estimates now before us, let me congratulate the Council and the Colony in general on the change that has recently taken place in some of our most important offices.

Frederick the Great when he began to perceive what manner of man the great Pitt was said to have exclaimed, "England has been a long time in labour, but at last she has brought forth a man."

We may say the same of the Colonial Office, for it has sent us a man who I am sure we shall delight to honour—one who we think and feel will prove a good Governor for us, who will take a real interest in the Colony and in us and in our affairs, and who will deal justly between man and man, whether he be official or unofficial, Chinaman or foreigner.

He may even in time succeed in overcoming the hide-bound prejudices of those officials whose only God seems to be "old custom." He "nibbles nicht we canna tell" even induce them to "take a thocht" and mend their ways by keeping the minutes book properly, for why we should have to go to the minutes for our questions and to local newspapers for our answers?

HIS EXCELLENCY—That is scarcely what the Bill before us deals with.

HON. MR. SHEWAN—I am talking of the Clerk of Councils' business, and his salary is in the Estimates.

HIS EXCELLENCY—That would be rather a question to be brought up when we come to the consideration of the items. The hon. member should speak of the matter before the Council.

HON. MR. SHEWAN—The official members have marvelled why their questions should be printed and their replies not be given. That is a thing none of us can understand. I also think we are fortunate, in fact I am sure, in our new Director of Public Works, for he has already shown himself to be a man who is able and willing to rise above red tape when necessary to do so to accelerate the business of the public.

I really believe that under Mr. Jones' regime my friend and neighbour Mr. Goetz when he next gives a dance will not have to wait six weeks for a permit to put up a little masted, and only receive the said permit duly signed, sealed, and delivered long after the masted itself had been put up and taken down and the dance was a thing of the past.

HIS EXCELLENCY—That is hardly a matter of finance.

HON. MR. SHEWAN—Sir, I am finished. We laugh at the Circumlocution Office and "how not to do it," and we say that Dickens exaggerated, but here is something quite worthy of that picture, and shows that the race of Tite Barnacles is not yet extinct. I also congratulate the Colonial Treasurer on the full and clear statement and explanations he has given of the items of revenue and expenditure; but I am sorry to see my old friends "miscellaneous receipts" and "miscellaneous services" still bulk too largely therein.

Miscellaneous receipts, for instance, is composed almost wholly of two amounts—\$120,000, profit from subsidiary coinage, and \$52,200, from conservancy contract; and here I would enquire why there was no profit from subsidiary coin the first half of this year, and more especially why the Government allow this profitable business to be spoiled and interfered with by the wretched Chinese coins that are flooding this place.

Turning to the estimates themselves, the first thing that strikes one is that there is not much margin between revenue \$7,195,000, and expenditure of \$7,170,000, and if the Opium Farm, which is put down there for \$2,200,000, or land sales, which figure for \$500,000, should fail us, we shall be in Queen Street. Land sales, however, will probably do all that is expected, for the Colony is prosperous, the population is increasing, and land will probably continue in good demand; but you must remember that in these land sales you are

living on your capital, they are not revenue, and 75 years' leases will not improve that demand. It is the old official story. In 75 years we shall all be dead and gone, and after us—the Deluge! But you must consider that in a few years these leases will have run off considerably, and capitalists who are looking for land for their enterprise, or Chinese and others who want to buy property for their families, will look very askance at property which has only a life of perhaps 50 or 60 years left. It is true that there is some condition as to option of renewal for another 75 years, but the terms have to be re-arranged, and who is going to fix the new price or premium and the new Crown rent, etc., etc.? It is altogether too vague and indefinite for business men—they can do better elsewhere—and the consequences will be that Government land on such terms will grow more and more out of favour. Talking of land reminds me I have seen Hongkong in its darkest days, when houses were to be had for the asking, and with no rent but payment of taxes, but I never thought that I should see it reduced to scraping the hillsides for revenue, or the Government doing the very thing that it has often fined and imprisoned old women for doing. The great Colbert took credit for a notable saving for his master Louis the Fourteenth by substituting imitation lace for real lace on his officers' uniforms, and this close-sparing spirit of income seems to have descended upon our present Prime Minister. For the last few weeks the Colony has been singing in chorus the old song "Woodman, spare that Tree," to the Colonial Secretary; but in spite of what Shakespeare says about the man that is not moved with concord of sweet sounds, he has turned a deaf ear or hummed a song in reply that sounded very like "The Bulger is coming, hurrah, hurrah!" Well, it has come now, and we find that the country is to be saved by the magnificent sum of \$30,000, and I am not sure that even that is met. If you must get revenue from your trees why not plant rubber trees? They grow very well on this island, and the Colonial Secretary can enjoy himself tapping or milking them for revenue without destroying and devastating the landscape. If the beauty of our hills, of which we have long been proud since we planted them, is to be sacrificed to the exigencies of finance, the next thing I suppose we shall see will be that the Public Gardens have been turned into market gardens, and Othello's occupation being gone, the head of the Botanical Department will find useful employment in hawking vegetables round the town. Nearly half a million dollars spent upon the Sanitary Department must give us pause and make the ordinary man wonder if we get our money's worth, and if it is worth all that expenditure. It does seem a subject of reflection that, in spite of our expenditure and precautions and our boasted Western medical science, the plague should run its course here, just exactly as it does neither sooner nor later in Canton, where nothing is done to contend with it. I am glad to see so much put down for expenditure on public works, but I hope Mr. Jones will not at the end of the year tell us, as some of his predecessors have done, that they never expected to spend all that money or do all that work, for they never had the men, etc., etc. If he feels that way he should speak out now, or for ever hold his peace. When are the promised experiments in wood paving and other materials for road making to be commenced? When is he going to remove the Clock Tower which obstructs Queen's Road, and I hope, cast it into the sea? Will he now push on vigorously with the Law Courts and the Post Office? In regard to the former I still think that it should have been designed by local architects, who are now putting up buildings worthy of any European city, even Birmingham. There is an old Scottish saying which Sir Walter Scott was very fond of repeating, that "we should keep our ain fishguts for our ain seamans." It is not a sentiment that I am over much in love with, but it is the doctrine that Mr. Chamberlain preaches. A little practice is worth a deal of precept, and Hongkong work should not be given to men who may have won prizes at school in Birmingham, who know nothing of climatic conditions out here nor anything of the tropics, or what kind of buildings are best adapted for life in this part of the world. From what I heard when the plans first came out I formed the idea that the courtroom, as designed, would be about as light and airy as the Black Hole of Calcutta. I know that the Government architect denies this, but I do not think that gentleman has come to the Colony when these plans first arrived. As for the Post Office, we paid an enormous sum of half a million dollars, or \$20 a foot, if I remember rightly, for the site; and I can see no reason why we should not utilise the ground for all it is worth and get all we can out of it by putting up another storey and putting the Harbour Master and all his works into it. He would have a fine view of the harbour; he would be in a much pleasanter situation than he is at present. It would be much more convenient for shipping people and the shipping firms; and last, but not least, the Colonial Treasurer could take out the Bulger with the proceeds of the sale of the old site, which must be very valuable. I think we in Hongkong suffer from two things, partly from want of taste and still more from lack of imagination. If there were a name—that was endeared to all old residents by old memories and associations it was Pedlar's Wharf, and it was more snobbish and toadish to alter it to Blake Pier. In the old days Pedlar's Wharf was, and still is, the centre of the life of the harbour. It was the starting point of all our little expeditions and adventures to the mainland, and of all our picnics and bathing parties; it commemorated the name of a naval officer who had rendered good services in his time to his Queen and this Colony, and if it were necessary to advertise the name of any particular official there were

surely plenty of new buildings and streets that could be used for the purpose. If the old name could be restored to us without offence I am sure the community would hail it with delight, but the wretched scoundrels who were responsible for this miserable piece of time-serving surely deserve and will surely receive the contempt of every right-minded man. As for lack of imagination, one has only to go through the streets of the town and see with what abundance of any care, taste, forethought or imagination the place has been laid out. Somehow or other it seems impossible for us to look ahead and try to imagine what Hongkong will be twenty years hence. I don't say that the Government are the only sinners in this respect; we the people are just as bad. We had so little foresight that we built the Hongkong Club on half the piece of ground we could have obtained at the ridiculous price of \$3 a foot. A year or two afterwards we had to buy half the remainder at double the price, and had to build a bridge across the road to get at it. A little imagination there would have saved us a lot of money and given us a much better club. It may be too late to do much for Hongkong, but in Kowloon and the New Territory the Government have a splendid chance of laying deep their plans for the future. We want over there, main roads, 125 ft., not 50 ft., wide, with broad boulevards and avenues with. I was going to say, rows of fine shade-giving trees down them. But the thought of so much firewood running to waste would be too harrowing to the feelings of the Colonial Secretary and his friend the Woodcutter when they took their walks abroad over there. Don't tell me that it can't be done, we are tired of hearing of that word "can't"; if you won't do it then give us good reasons; if it is want of money that prevents you doing these things properly, then let us have a Loan. How humiliating, how mortifying it was for me to be told the other day by a German friend who had recently been to Tsingtau, that there was not a road in Hongkong that could compare with those they have in Tsingtau. Think of it, gentlemen. Hongkong, the fifth port in the world, I do beseech the Government to look ahead, for there will be tramways and railways some day in Kowloon, and we should not always leave work till the last minute and then do it in the scrappiest and cheapest manner possible. Before I sit down I must make one honourable exception to my charge of lack of imagination. There is one man who through good report and evil report has remained steadfast to his belief in the future of Hongkong. He was devoted for his Praya Reclamation Scheme, but the Whirlwind of Time brings its revenges; he was right, and time has nobly vindicated him. Need I say that I refer to the senior unofficial member, the member for the justices? In the far off years to come, when this Council and all connected with it shall have vanished from this earthly plane into the limbo of things forgotten, they will take the globe-trotter down to our new Praya, and they will show him the buildings which have lately sprung up there; and they will say of Sir Paul Chater, as was said once before of another noble knight, like him, a mighty workman in bricks and mortar, St. monumentum requirit, circumspice.

The COLONIAL SECRETARY—Sir, The remarks of the hon. member have certainly furnished two surprises which I myself never expected to experience in this Council Chamber. One is the actual praise that has been meted out to a subordinate official in Hongkong, which I thought was a thing that never could happen here, and the other is that a gentleman, sir, an Englishman, a member of this Council, a man who holds a considerable position in this Colony, should stand up and in the presence of two of our Chinese fellow-subjects and of the Press, who will duly report his remarks, employ terms regarding a former representative of His Majesty the King in this Colony which I should have thought any man would have been ashamed to utter. Now, sir, there are—

HON. MR. SHEWAN—I did not apply it to that gentleman. I applied it to the gentleman who advised the last representative of His Majesty to do that.

The COLONIAL SECRETARY—The distinction, sir, is so fine that it can hardly be termed a distinction at all. The hon. member mentioned Canton coins and wondered why we did not restrict them coming into this Colony. I would like to ask him how he—who seems greatly interested in the finance of the Colony—would like to hear of the Viceroy of Canton prohibiting the flow of Hongkong coins into China. I think our profit on subsidiary coins would very rapidly disappear if such action were taken. He next criticised the system of granting 75 years' leases, and told us that this would depreciate property in the future in this Colony. That is a cry that was raised at the time that the change was made, and all I can say is that the land sales over since the change was made have fully justified the wisdom of making it. The land appears to be as much sought after as it was under longer leases. He next animadverted on the policy of the Afforestation Department, and all I can say with respect to that, sir, is that it is one more example of the innate aversion Englishmen have to anything connected with science. They do things in a "bull-dog sort of way"; but to do these in a scientific way and they seemed to have no appreciation whatever. He next deplored our expenditure upon plague and said they got on just as well in Canton where they took no precautions. I think he begged the question. He adduced no evidence at all that this year, when we have been practically immune, plague has not ravaged severely in Canton and vicinity. My information and the information of the Sanitary Board is to the effect that during the current year Hongkong has been conspicuous by its freedom from plague, with plague all round it. As for his remarks on the Law Courts, all I can say is,

wait and see their completion and then criticise the building. He advised the Government to put another storey on the Post Office. Perhaps he has forgotten that it is actually going to be done. There is one storey more to be added to it to be kept in reserve for the expansion official business that is certain to take place with the expansion of the Colony. The last remark I made a note of, Sir, was concerning our roads. I have not been at Tsingtau, but if they have got better roads in Tsingtau than we have in Hongkong, all I can say is that we are fortunate.

HIS EXCELLENCY—There are certain points that the hon. Colonial Secretary did not touch on, in reply to the speech of the hon. Mr. Shewan, with which I will deal. I could not understand the first point raised in connection with the Estimates. The hon. member stated that "miscellaneous receipts" ought not in his opinion to include conservancy contracts and profits on subsidiary coins—that these are sufficiently important items to be separately dealt with under the heading "details of revenue." It seems to me that they are so separately dealt with. It is perfectly clear that \$54,150 is anticipated to be derived from conservancy contracts and \$120,000 from the profits on subsidiary coins.

HON. MR. SHEWAN—What I wanted to point out was that a small item of \$5,000 of interest has a separate heading; while this item of \$120,000 is under "miscellaneous receipts."

HIS EXCELLENCY—It is a small thing; it is a matter of type.

HON. MR. SHEWAN—It is a matter of book-keeping.

HIS EXCELLENCY—The hon. member went on to refer to the disadvantage of crediting revenue with land sales. I believe that is a question that has been very often considered and also discussed in this Council. It seems legitimate to do so in view of the fact that we are spending largely out of the revenue for public works that we anticipate will be remunerative. With regard to the remarks made by the hon. member on the subject of cutting trees, I think that he forgot at the moment that in so far as any one person is responsible for the work of the Departments in the Colony that person is myself and not the Colonial Secretary. It seems to me nearly unnecessary to have gone out of the way to bring in the Colonial Secretary in that particular direction.

HON. MR. SHEWAN—I thought this was inaugurated before your Excellency's arrival by the Officer Administering the Government.

HIS EXCELLENCY—The Colonial Secretary has stated what I have also learned was the case, that while we were successful this year in keeping down the number of cases of plague to considerably less than what it has been in many years since 1894, the epidemic raged in Canton as badly as ever. I do not myself attribute very much importance to that, but I do think it is our bounden duty to carry out such measures as scientific men who have studied the question tell us to be necessary to improve the health of the community.

The hon. member threw some doubt on the Public Works Department spending all the money provided for them in the Estimates. As a matter of fact the works we are now carrying out are the contracts that have been entered into for some time, and that are going on smoothly and rapidly; and we want to have enough money so that there should not be a check on the work, for instance, of the Law Courts and of the Post Office, which the hon. member thought might possibly occur.

The small question of the Clock Tower in Queen's Road is one that I am not able at present to give any opinion on. On the large question of employing local architects in preference to getting designs from the best architects in England, I am not entirely in accord with the hon. member. He talked of taste in this Colony. I do not know that it was quite in connection with this subject. At any rate I think we are better here for having some good examples imported from outside place for such examples than to the office of Messrs. Aston Webb and Ingress Bell, the gentlemen who are now designing the most important buildings in England and in other parts of the British Empire. Certainly the best building we have in the Colony, which I recently had the pleasure of inspecting, was designed by the same architects who sent us the designs of the Law Courts. The question of roads at Kowloon has received the very careful attention of the Public Works, and probably the hon. member if he has recently been there will have noticed some steps in the direction in which he argued. I should think it is quite likely that at Tsingtau they have splendid roads. It is part of the German policy. When I visited the German colony adjacent to the Gold Coast last year I was struck by the great expenditure they had incurred on roads. I was much more struck by the fact that the German residents of the Colony itself seemed to consider somehow that the expenditure had been in excess of any advantage that was likely to be derived from it. The only matter which remains for me to refer to is that question raised—I can not think very fortunately—by the hon. member as to the want of taste. I think that is a question which was answered by the silence with which it was received.

The second reading of the Bill was agreed to. The COLONIAL SECRETARY moved that the Bill be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to. The Council adjourned sine die.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held after the Council, the Colonial Secretary (Hon. F. H. May, C.M.G.) presiding.

LAND COURT.

The Governor recommended the Council to vote a sum of \$250 in aid of the vote Land

ENLARGEMENTS.

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Telephone No. 135.



TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

THE

"APOLLO"

MAKES MUSICIANS OF US ALL.

IT IS A SPLENDID ACCOMPANIST.

IT MAKES ENTERTAINING VERY

EASY.

YOUNG AND OLD CAN PLAY THE

NOBLEST SCORE WITH THE FINISH

AND EXPRESSION OF A MASTER.

IT IS THOROUGHLY RELIABLE,

AND IS SOLD AT A REASONABLE

PRICE.

EITHER FOR

Cash or Hire

PURCHASE FROM

\$385.

THE APOLLO MASTER

PIANO PLAYER.

DAILY RECITALS

THE

ROBINSON PIANO CO. LD.

Hongkong, 24th August, 1904.

[2150]

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building)

Hongkong 18th, February, 1904.

SHIPPING NOTES.

MISCELLANEOUS.

The P. & O. intermediate s.s. *Formosa* arrived from Yokohama and Poochow yesterday, on her way west.

The China Navigation s.s. *Kaifong* arrived from Cebu yesterday with a cargo of hemp.

The Chinese s.s. *Hongkong*, on the Singapore-Amy run, this trip brought up 870 tons of cargo and about 600 Chinese passengers.

The s.s. *Attaka* arrived from Canton yesterday with 300 tons of oil in bulk for Messrs. Arnold, Karberg & Co.

The s.s. *Lila*, from Saigon, brought 2,700 tons of rice for the Man Fat Wo Hong.

The China Commercial s.s. *Claverling*, from Pera, brought on 3,500 tons of coal from Moji.

The s.s. *Andree Rickmers* arrived from Bangkok yesterday with 2,000 tons of rice and 200 tons of timber for Messrs. Butterfield & Swire.

The s.s. *Onda* arrived from Moji yesterday with 4,900 tons of coal for Messrs. Jardine, Matheson & Co.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters to the Manager. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.C., 5th Ed. P.O. Box, 38. Telephone No. 12.

NEW ADVERTISEMENTS

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the OFFICES of the Underwritten at 12 o'clock (Noon), on FRIDAY, the 21st proximo.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st proximo, both days inclusive.

JARDINE, MATHESON & Co., General Agents, Canton Insurance Office, Limited, Hongkong, 29th September, 1904. [2339]

CHINESE IMPERIAL GOVERNMENT

SILVER LOAN OF 1886, E.

30TH HALF-YEARLY DRAWING.

INTEREST Due and DRAWN BONDS of this Loan will be payable at the Offices of the Corporation on or after the 30th September, 1904.

List of Drawn Bonds can be obtained on application to the undersigned.

For the HONGKONG & SHANGHAI BANKING CORPORATION, Agents issuing the Loan.

J. L. M. SMITH, Chief Manager, Hongkong, 29th September, 1904. [2340]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above ports, TO-MORROW, 1st October, at 2 P.M.

For Freight or Passage, apply to DOUGLAS LAFFRAK & CO., General Managers, Hongkong, 29th September, 1904. [2338]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LUGHERNO and GENOA, also VENICE and TRIESTE, all Mondays, RANEA, ADRIATICA, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN Gulf and BAHAG, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI,"

Captain Belsito, will be despatched as above WEDNESDAY, the 12th October, at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents, Hongkong, 29th September, 1904. [2341]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

"AUSTRALIAN,"

Captain A. H. Schaw, will be despatched as above on SATURDAY, the 15th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents, Hongkong, 30th September, 1904. [2341]

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

The representative of Messrs. BRATBY and HINGLIFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that our quality was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depot, Ice House Street. Tel. 374.

F. P. DANENBERG, General Manager, Hongkong, 14th May, 1904. [132]

AMOY ENGINEERING CO., LD. AMOY

CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.

J. D. EDWARDS, Manager, Amoy, 3rd December, 1903. 150

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from Captain D. F. TULLOCH, R.A., to sell by Public Auction,

TO-DAY (FRIDAY), the 30th September, 1904, at 2.30 P.M., within his residence, No. 4, Kintaford Terrace, Kowloon,

THE WHOLE OF HIS HOUSEHOLD FURNITURE,

Comprising—

TEAKWOOD HATSTAND with BEVELLED GLASS, JAPANESE SILK EMBROIDERED SCREENS, RATTAN CHAIRS and SOFA, TEAKWOOD DESK with BEVELLED GLASS, PICTURES, TEAKWOOD EXTENSION DINING TABLE, CHAIRS, MARBLE-TOP BLACKWOOD FLOWER STAND, TEAKWOOD SIDEBORD with BEVELLED GLASS, SINGLE and DOUBLE IRON BEDSTEAD with WIRE and HAIR MATTRESSES, COOKING STOVE and UTENSILS, &c., &c.,

ONE SINGER'S SEWING MACHINE and a Quantity of PLANTS IN POTS.

Catalogues will be issued. TERMS—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 29th September, 1904. [2332]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED.) TO-MORROW (SATURDAY), the 1st October, 1904, at Noon, alongside the SHUN TAI STEAMSHIP COMPANY'S WHARF,

the following Steam-launches:—

The Steam-launch

"HAINING,"

Built of Teakwood; Length over all, 115 feet; Breadth, 20 feet; Depth, 7 1/2 feet; Engine, High Pressure 122 inches and Low Pressure 24 inches; Stroke, 16 inches; Boiler, 9 feet by 8 feet; Steam, 115 lbs.; Speed, 12 miles.

And

The Steam-launch

"KWANG SUI,"

Built of Teakwood; Length over all, 115 feet; Breadth, 19 feet; Depth, 7 1/2 feet; Engine, High Pressure 122 inches and Low Pressure 23 inches; Stroke, 16 inches; Boiler, 9 feet by 8 feet; Steam, 115 lbs.; Speed, 12 miles.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 24th September, 1904. [2299]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

TO-MORROW (SATURDAY), the 1st October, 1904, commencing at 2 P.M., at ALEXANDRA HOUSE, No. 34, Queen's Road Central,

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

(Particulars from Catalogue).

TERMS—Cash on delivery.

On view from Friday, the 30th September, 1904.

GEO. P. LAMBERT, Auctioneer, Hongkong, 27th September, 1904. [2315]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

TO-MORROW (SATURDAY), the 1st day of October, 1904, at 2.30 P.M., at his SALES ROOMS, Queen's Road,

GENTLEMEN'S SUIT LENGTHS and COATINGS.

LADIES' DRESS MATERIALS, SILK, FLANNELS, PRINTS, SERGE, MUSLINS, VESTS, SINGLETs and STOCKINGS.

Also

A Few Packets of PHOTO MOUNTS, PLATES, P. O. P. PAPER, &c., &c.

TERMS OF SALE—As Customary.

V. I. REMEDIOS, Auctioneer, Hongkong, 29th September, 1904. [2333]

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION.

REFERRING to the Notice of 20th December, 1903, and subsequent notices, senders of telegrams are hereby advised that from 1st October next the currency equivalent of the Franc will, subject to revision after three months, be fixed at 30.44, at which rate the charge for all telegrams will be collected from the said date.

The following rates will consequently come into force:—

To Europe ... \$2.45

NORTH AMERICA VIA EUROPE ... \$3.95

To California, Washington State ... 3.75

To District of Columbia, New York State, Pennsylvania ... 3.80

To Illinois ... 3.63

To New York City, Ontario, Quebec, Massachusetts ... 3.63

To Russia in Europe ... 30.90

To Russia in Asia ... 0.65

To Japan ... 1.05

To Amoy ... 0.25

To Shanghai ... 0.45

New complete list will be distributed as soon as it is ready. In the meantime any further information may be obtained by applying to the Company's Office.

OLAF NIELSEN, Superintendent, Hongkong, 19th September, 1904. [2245]

DAVID CORSAIR & SON'S

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPULING

ARNHOLD, KARBERG & CO., Sole Agents, Hongkong, 18th November, 1901. [175]

COLD STORAGE.

THE Hongkong Ice Company, Ltd., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.

Wm. PARLANE, Manager, Hongkong, 18th November, 1901. [175]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTONJEE'S KOWLOON STORE, No. 36, Elgin Road. Price, 10 cents per copy cash.

Hongkong, 22nd December, 1903.

INTIMATIONS

HONGKONG VOLUNTEER CORPS.

A PROMENADE CONCERT

will be given on

THE VOLUNTEER PARADE GROUND, on

WEDNESDAY, OCTOBER 5th, 1904, commencing at 9 P.M.

Tickets, \$2 and \$1, may be obtained from VOLUNTEER HEAD QUARTERS, or Messrs. KELLY & WALSH, Ltd., Hongkong, 29th September, 1904. [2327]

ZETLAND LODGE No. 525, E.C.

A REGULAR MEETING OF ZETLAND LODGE will be held at the FREE-MASONS HALL, TO-MORROW (SATURDAY), the 1st October, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 27th September, 1904. [2316]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of Members of the above Club will be held at the CITY HALL on SATURDAY, the 8th OCTOBER, at 3.30 P.M.

By Order, T. F. HOUGH, Clerk of the Course, Hongkong, 24th September, 1904. [2295]

HONGKONG CLUB.

NOTICE.

THE SIXTH DRAWING OF SIXTY-FIVE DEBENTURES of the Hongkong Club, \$100 each, will be held in the Hongkong Club House, on MONDAY, the 13th inst., when the following Debentures were drawn for redemption:—

24 303 809 1266 1603

27 331 814 1270 1619

49 352 822 1296 1629

100 425 907 1314 1660

116 453 1007 1319 1675

152 473 1055 1348 1677

179 509 1114 1428 1679

194 575 1140 1442 1711

205 611 1149 1542 1756

207 615 1153 1573 1820

214 621 1189 1591 1847

262 625 1258 1592 1863

267 717 1264 1601 1977

and will be payable at the Hongkong and Shanghai Banking Corporation on the 30th day of September, 1904, in exchange for surrender of same.

By Order, C. H. GRACE, Secretary, Hongkong, 19th September, 1904. [2256]

THE JAPAN LAUNDRY COMPANY.

UNDER New Management the above Company is now prepared to accept washing in any quantity from Town, Peak and Kowloon residents—also from Ships.

Work Splendidly Executed. Trial Solicited. Charges—Moderate.

F. G. ALLEN, Manager, Town Office, 38, Queen's Road Central (above Messrs. Watson's Old Establishment), Hongkong 3rd September, 1904. [2144]

THE HONGKONG DAIRY.

BEG TO NOTIFY their Kowloon Customers and Residents that they have appointed H. RUTONJEE as their AGENT for the Sale of Fresh Milk and Dairy Produce in that District. Deliveries twice daily to any part of the Colony.

G. W. GEGG, Manager, Hongkong, 29th September, 1904. [2328]

FOUND.

A KODAK CAMERA.

Apply to—CAPTAIN SUPT. OF POLICE, Hongkong, 29th September, 1904. [2322]

JUST UNPACKED.

LARGE and Varied Consignments of the well-known Messrs. Crosbie and Blackwell's PROVISIONS, Messrs. Huntley and Palmer's BISCUITS and CAKES, Messrs. Cadbury Brothers ASSORTED CHOCOLATES.

Also

French and American Provisions of the well-known make.

Inspection Solicited.

H. RUTONJEE, No. 5, D'Aguiar Street, and 36 to 38, Elgin Road, Kowloon, Hongkong, 24th September, 1904. [2319]

WHISKIES.

BUCHANAN'S CELEBRATED BLENDS OF SCOTCH WHISKY are Supplied by Royal Warrant of Appointment to His Majesty King Edward VII. The Prince of Wales, and also to the House of Lords and the House of Commons.

Buchanan's Whiskies are recognised throughout the World as the Best.

Buchanan Blend ... \$12.50

Black and White ... \$16.50

Royal Household ... \$20.50

Try one case and you will never wait another Whisky.

A. CHAZALON & CO., Wine Merchants and General Storekeepers, 6, Queen's Road, Hongkong, 22nd August, 1904. [205]

THE SWATOW GRASS CLOTH, SILK and DRAWN THREAD WORK DEPARTMENT.

Wholesale and retail quotations, particulars and samples, will be sent free on application to the above depot.

Swatow, 9th June, 1904. [2160]

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GLEWERS and SHIPPERS.

Ship only the Finest Quality Extra Dry GLEWERS.

LAUTY WEGENER & CO., Sole Agents, Hongkong, 18th May, 1903. [21]

PUBLIC COMPANIES

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.

NOTICE TO SHAREHOLDERS.

THE TRANSFER BOOKS of the Company will be CLOSED from the 23rd SEPTEMBER to the 1st OCTOBER Next, both days inclusive.

EDWARD OSBORNE, Secretary, Hongkong, 23rd September, 1904. [2298]

A. S. WATSON & CO., LIMITED.

Issue of 30,000 NEW SHARES OF \$10 EACH.

NOTICE.

THE TRANSFER BOOKS of the Company will be CLOSED from the 23rd SEPTEMBER to 8th OCTOBER, 1904, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 27th September, 1904. [2320]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-FIRST ORDINARY YEARLY MEETING of the Society will be held at its HEAD OFFICE, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 20th OCTOBER, 1904, at Noon, for the purpose of receiving the report of the Directors together with statements of account for the year 1903 and for the half year ending 30th June, 1904, and of declaring dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 10th October to the 20th October, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Acting Secretary, Hongkong, 20th September, 1904. [2273]

THE EASTERN EXTENSION AUSTRIA-LASIA AND CHINA TELEGRAPH COMPANY, LIMITED.

REFERRING to the Notice of 22nd June last, the senders of Telegrams are hereby advised that from the 1st of OCTOBER next, the charges for Telegrams will (subject to revision after three months) be collected at the rate of FORTY-FOUR CENTS to equal ONE FRANC.

J. M. BECK, Superintendent, Hongkong, 19th September, 1904. [2245]

CHINESE ENGINEERING AND MINING CO., LD.

A DIVIDEND of 7 1/2 per cent (1/6d. per Share) free of Taxes, for year ending February, 1904, has been declared by the Directors of the above Company. The Dividend Warrants are negotiable at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.

Hongkong, 28th September, 1904. [2255]

A. S. WATSON & CO., LIMITED.

Issue of 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900

TO LET

NO. 56, CAINE ROAD.
Apply to—
KWONG YAT LOONG,
183, Wellington Street,
Hongkong, 24th September, 1904. [2296]

TO LET

A SUITE OF THREE LARGE ROOMS,
situated on the 2ND
FLOOR of New Building near completion.
Electric Light and Elevator.
Apply to—
A. G. I. S.,
Care of Daily Press Office,
Hongkong, 22nd September, 1904. [2387]

TO LET

THE whole of the SECOND FLOOR of
No. 34, QUEEN'S ROAD CENTRAL,
after the 30th September, at present known as
the Alexandra House (opposite the General
Post Office). Suitable for Hotel or Boarding
House purposes, also ROOMS or OFFICES
on the First Floor of the same Building.
Apply to—
YEE SANG FAT,
Above Address,
Hongkong, 7th September, 1904. [2171]

TO LET

3RD FLOOR, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central,
Hongkong, 3rd June, 1904. [74]

TO LET

ON a lease for a term of years. FOUR
DOUBLE CHINESE HOUSES at
Mong Kok Tani. With Possession from 1st
October, 1904.
For further particulars, apply to
THE SECRETARY,
Humphreys' Estate & Finance Co., Ltd.
Hongkong, 22nd September, 1904. [2284]

TO LET

NO. 22, ROBINSON ROAD. Low
Rental.
Apply to—
AHMED RUMJAHN,
64, Queen's Road,
Hongkong, 23rd September, 1904. [2286]

TO LET

ONE COMFORTABLY FURNISHED
ROOM with Bathroom, &c., in 33,
ROBINSON ROAD.
Apply to—
J. ULLMANN & CO.,
34, Queen's Road,
Hongkong, 29th September, 1904. [2331]

TO LET

A LARGE OFFICE on Ground Floor, of
No. 2, Wyndham Street. Possession
1st August, 1904.
Apply to—
THE SECRETARY,
The Bowling Club Ltd.
Hongkong, 14th July, 1904. [1710]

TO LET

NO. 1, RIFON TERRACE (in FLATS).
No. 17, WONG-NEI-CHONG ROAD
facing Race-course.
Apply to—
THE SECRETARY,
The Hongkong Land Invest-
ment & Agency Co., Ltd.
Hongkong, 29th June, 1904. [175]

TO LET

NO. 6, UPPER MOSQUE TERRACE,
European residence just renovated,
painted and colourwashed; immediate possession.
Apply to—
G. J. SEQUEIRA,
Care of A. R. Marty,
Hongkong, 28th September, 1904. [2321]

TO LET

NO. 6, DES VŒUX ROAD (opposite
King Edward Hotel), ONE or TWO
FLATS of Five Rooms each and Servants'
Quarters.
Apply to—
DAVID SASSOON & CO., LD.,
Hongkong, 28th September, 1904. [2322]

TO LET

THREE LARGE ROOMS with Servants'
Quarters in No. 3, QUEEN'S ROAD CENTRAL,
on the same floor as that occupied by
the China Fire Insurance Co.
Also ONE LARGE ROOM with Verandah
and One Small Room in ICE HOUSE ROAD
(next to the Mercantile Bank), at present in the
occupation of Mr. Layton.
Apply to—
DAVID SASSOON & CO., LD.,
Hongkong, 28th September, 1904. [2322]

TO LET

NO. 6, DES VŒUX ROAD (opposite
King Edward Hotel), ONE or TWO
FLATS of Five Rooms each and Servants'
Quarters.
Apply to—
DAVID SASSOON & CO., LD.,
Hongkong, 28th September, 1904. [2322]

TO LET

THREE LARGE ROOMS with Servants'
Quarters in No. 3, QUEEN'S ROAD CENTRAL,
on the same floor as that occupied by
the China Fire Insurance Co.
Also ONE LARGE ROOM with Verandah
and One Small Room in ICE HOUSE ROAD
(next to the Mercantile Bank), at present in the
occupation of Mr. Layton.
Apply to—
DAVID SASSOON & CO., LD.,
Hongkong, 28th September, 1904. [2322]

TO LET

NO. 6, DES VŒUX ROAD (opposite
King Edward Hotel), ONE or TWO
FLATS of Five Rooms each and Servants'
Quarters.
Apply to—
DAVID SASSOON & CO., LD.,
Hongkong, 28th September, 1904. [2322]

TO LET

THREE LARGE ROOMS with Servants'
Quarters in No. 3, QUEEN'S ROAD CENTRAL,
on the same floor as that occupied by
the China Fire Insurance Co.
Also ONE LARGE ROOM with Verandah
and One Small Room in ICE HOUSE ROAD
(next to the Mercantile Bank), at present in the
occupation of Mr. Layton.
Apply to—
DAVID SASSOON & CO., LD.,
Hongkong, 28th September, 1904. [2322]

TO LET

NO. 6, DES VŒUX ROAD (opposite
King Edward Hotel), ONE or TWO
FLATS of Five Rooms each and Servants'
Quarters.
Apply to—
DAVID SASSOON & CO., LD.,
Hongkong, 28th September, 1904. [2322]

TO LET

THREE LARGE ROOMS with Servants'
Quarters in No. 3, QUEEN'S ROAD CENTRAL,
on the same floor as that occupied by
the China Fire Insurance Co.
Also ONE LARGE ROOM with Verandah
and One Small Room in ICE HOUSE ROAD
(next to the Mercantile Bank), at present in the
occupation of Mr. Layton.
Apply to—
DAVID SASSOON & CO., LD.,
Hongkong, 28th September, 1904. [2322]

TO LET

NO. 6, DES VŒUX ROAD (opposite
King Edward Hotel), ONE or TWO
FLATS of Five Rooms each and Servants'
Quarters.
Apply to—
DAVID SASSOON & CO., LD.,
Hongkong, 28th September, 1904. [2322]

TO LET

THREE LARGE ROOMS with Servants'
Quarters in No. 3, QUEEN'S ROAD CENTRAL,
on the same floor as that occupied by
the China Fire Insurance Co.
Also ONE LARGE ROOM with Verandah
and One Small Room in ICE HOUSE ROAD
(next to the Mercantile Bank), at present in the
occupation of Mr. Layton.
Apply to—
DAVID SASSOON & CO., LD.,
Hongkong, 28th September, 1904. [2322]

TO LET

NO. 6, DES VŒUX ROAD (opposite
King Edward Hotel), ONE or TWO
FLATS of Five Rooms each and Servants'
Quarters.
Apply to—
DAVID SASSOON & CO., LD.,
Hongkong, 28th September, 1904. [2322]

TO LET

THREE LARGE ROOMS with Servants'
Quarters in No. 3, QUEEN'S ROAD CENTRAL,
on the same floor as that occupied by
the China Fire Insurance Co.
Also ONE LARGE ROOM with Verandah
and One Small Room in ICE HOUSE ROAD
(next to the Mercantile Bank), at present in the
occupation of Mr. Layton.
Apply to—
DAVID SASSOON & CO., LD.,
Hongkong, 28th September, 1904. [2322]

TO LET

NO. 6, DES VŒUX ROAD (opposite
King Edward Hotel), ONE or TWO
FLATS of Five Rooms each and Servants'
Quarters.
Apply to—
DAVID SASSOON & CO., LD.,
Hongkong, 28th September, 1904. [2322]

TO LET

THREE LARGE ROOMS with Servants'
Quarters in No. 3, QUEEN'S ROAD CENTRAL,
on the same floor as that occupied by
the China Fire Insurance Co.
Also ONE LARGE ROOM with Verandah
and One Small Room in ICE HOUSE ROAD
(next to the Mercantile Bank), at present in the
occupation of Mr. Layton.
Apply to—
DAVID SASSOON & CO., LD.,
Hongkong, 28th September, 1904. [2322]

TO LET

NO. 6, DES VŒUX ROAD (opposite
King Edward Hotel), ONE or TWO
FLATS of Five Rooms each and Servants'
Quarters.
Apply to—
DAVID SASSOON & CO., LD.,
Hongkong, 28th September, 1904. [2322]

TO LET

THREE LARGE ROOMS with Servants'
Quarters in No. 3, QUEEN'S ROAD CENTRAL,
on the same floor as that occupied by
the China Fire Insurance Co.
Also ONE LARGE ROOM with Verandah
and One Small Room in ICE HOUSE ROAD
(next to the Mercantile Bank), at present in the
occupation of Mr. Layton.
Apply to—
DAVID SASSOON & CO., LD.,
Hongkong, 28th September, 1904. [2322]

TO LET

NO. 6, DES VŒUX ROAD (opposite
King Edward Hotel), ONE or TWO
FLATS of Five Rooms each and Servants'
Quarters.
Apply to—
DAVID SASSOON & CO., LD.,
Hongkong, 28th September, 1904. [2322]

TO LET

THREE LARGE ROOMS with Servants'
Quarters in No. 3, QUEEN'S ROAD CENTRAL,
on the same floor as that occupied by
the China Fire Insurance Co.
Also ONE LARGE ROOM with Verandah
and One Small Room in ICE HOUSE ROAD
(next to the Mercantile Bank), at present in the
occupation of Mr. Layton.
Apply to—
DAVID SASSOON & CO., LD.,
Hongkong, 28th September, 1904. [2322]

TO LET

ROOMS suitable for Offices.
Apply to—
**COMMERCIAL UNION ASSUR-
ANCE CO., LD.,**
10, Des Vœux Road,
Hongkong, 28th September, 1904. [2330]

TO LET

A EUROPEAN HOUSE, No. 158, Praya
East, Four Rooms and Kitchen, Ser-
vants' Quarters, Bathrooms, Hot and Cold
Water, Good Sea View.
Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 8th August, 1904. [1717]

TO LET

2ND and 3RD FLOORS, No. 35, QUEEN'S
ROAD CENTRAL, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central,
Hongkong, 3rd November, 1903. [74]

TO LET

NO. 10, HOLLYWOOD ROAD (8 Rooms)
(with Kitchens, Bathrooms, and Servants'
quarters).
Apply to—
H. M. S. H. ESMAIL,
4, Hollywood Road,
Hongkong, 16th August, 1904. [199]

TO LET

THE EXILE (PEAK).
BELILIOS TERRACE, Nos. 10, 13 & 21,
"BANGOUR" (PEAK) from 1st August.
No. 9, BEACONSFIELD ARCADE, Shop,
No. 14, BEACONSFIELD ARCADE,
1st Floor.
Apply to—
LINSTEAD & DAVIS,
Hongkong, 23rd August, 1904. [1429]

TO LET

HONGKONG CLUB.
Apply to—
L. K. F.,
National Bank of China Ltd.,
Hongkong, 3rd August, 1904. [190]

TO LET

THREE FIRST-CLASS SHOPS,
European Style, in Kowloon. Posses-
sion on or about 31st August, 1905. Moderate
Rentals.
Apply to—
NO. 5, SALISBURY AVENUE, Kowloon,
Possession from 1st October, moderate rental.
Apply to—
**HUMPHREYS' ESTATE &
FINANCE CO., LD.,**
Hongkong, 27th June, 1904. [1611]

TO LET

NO. 1, STEWART TERRACE, the Peak.
Apply to—
**THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.,**
Hongkong, 28th March, 1904. [865]

TO LET

HIRANO WATER.
THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.
BOTTLED IN JAPAN BY H. E. REYNELL & CO.
BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS
Hongkong, 31st July, 1903. [1898]

TO LET

TONG CHONG WO & CO.
No. 38, QUEEN'S ROAD CENTRAL.
Manufacturers of Hand-made Pure
HAVANA CIGARS AND CIGARETTES
They are made of best Havana leaves and
possess a mild and choice flavour.
Inspection courteously invited.
Hongkong, 26th May, 1904. [133]

TO LET

SIEN TING.
SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903. [2277]

TO LET

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.
CODE WORD, "DOCK" NAGASAKI.
A.I., A.B.C., Scott's and Engineering Codes
Used.
DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 89
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 264
DOCK No. 2 (at MUKAIJIMA).
Extreme Length... 371 feet
Length on Blocks... 350
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide... 82
PATENT SLIP (at KOSUGI).
Can take vessels up to 1,000 tons gross.

TO LET

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
The COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
with POWERFUL SALVAGE PLANT
READY AT SHORT NOTICE. [1703]

SUPREME COURT.

Thursday, 29th September.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH
(PUISNE JUDGE).

A LEASE DISPUTE.

Chan Kin Cho, trader, 46, North Station
Street, Yau-mat, sued Ting On, 48, Sheung Wan
Street, Samsui, for specific performance of
an agreement and \$500 damages. Mr. R.
Harding, of Messrs. Ewens and Harston,
solicitors, appeared for the plaintiff, and Mr.
E. J. Grist, of Messrs. Wilkinson and Grist,
solicitors, was for the defendant.

Mr. Harding in opening the case said that
about the beginning of the current Chinese
year the plaintiff entered into negotiations with
defendant to lease certain premises at Sam-
sui. On 16th April a six years' lease was
signed. But the plaintiff had never been let
into possession, although he had made repeated
applications, and the defendant had failed to
carry out this agreement. Plaintiff now
brought this action for breach of the agree-
ment and also for damages.

Mr. Grist said the whole question was
whether the document was a lease or an agree-
ment for a lease.

After hearing parties his Lordship reserved
judgment.

POLICE COURT.

Thursday, 29th September.

BEFORE MR. E. D. C. WOLFE (ACTING
SECOND MAGISTRATE).

CORPORAL PUNISHMENT.

A Chinese lad of 16 years was sentenced to
receive ten strokes of the birch for stealing a
pair of trousers.

THEFT OF LIME.

For stealing 50 cwt. of lime a Chinaman
was sentenced to one month's imprisonment
and stocks.

THEFT OF RICKSHA COOLIE.

A ricksha coolie convicted of stealing a day's
wage (valued at \$25) was sentenced to one
month's imprisonment and stocks.

LARCENY FROM A STEAMER.

For stealing wood from the s.s. *Marie Johnson*
a Chinaman was sent to 21 days' hard labour
and stocks.

A TRAM CASE.

For trying to avoid paying a tram fare a
Chinaman was fined \$10.

ALLEGED MANSLAUGHTER.

Thomas Hynes, overseer from the Quarry
Bay Shipyard, was charged on remand with
killing one Cheng Sz, manslaughter. The
case was further remanded.

ALLEGED ARSON.

Mr. E. R. Halliday, deputy superintendent
of police, withdrew a charge in which four
Chinamen were accused of setting fire to
No. 23, Queen's Road West.

LAPPA TRADE REPORT.

The report for the year 1903, from Com-
missioner Morehouse, of the Station just outside
Macao, contains the following items:

LOCAL.—The total value of the junk trade
passing the Lappa Stations during the year
under review was HK. Tls. 16,756,562, being
HK. Tls. 14,181,610 less than the figures of the
previous year, which was a record. Junk-trade
it is hard to see how there could be any
genuine progress in the junk trade under
prevailing conditions. There is no lack of
evidence that the trade of the south-western
prefecture is being drawn away from Native
junks by an increasing number of steamers
which now ply between Hongkong, Macao, and
Kwangchowwan. The cargoes of these steamers,
by which the west coast is served, are not sub-
mitted to the levy of the Duty and Likin which
Native junks cannot easily evade. Then the
immediate opening of Kongmoon as a Treaty
port must certainly have the effect of attracting
cargo from junks to steamers. Also piracy
has been more rife than in past year. The
prohibition against the export of Rice and
Paddy was nominally raised, and a Native
syndicate was granted a monopoly towards the
end of the year, on an annual payment of
\$500,000. Owing to very strong opposition on
the part of the people, the latter was abolished
within three months of its establishment;
during its existence not a single picul of Paddy
or Rice passed the Lappa Stations for export to
Foreign countries.

REVENUE.—The total collection for the year
amounted to Tls. 385,473, or Tls. 38,542 less
than in 1902. To account for this decline it is
necessary to mention one item only, Opium,
which yielded HK. Tls. 53,535 less than in the
previous year, while Duty and Likin Outwards
declined HK. Tls. 12,321. On the other hand, it
is satisfactory to note that General Cargo Duty
and Likin Inwards made a substantial advance
of HK. Tls. 24,174, and *Ching-fai* shows a gain
of HK. Tls. 3,200, due to increased receipts from
Kerosene Oil and Cotton Yarn.

FOREIGN.—The total value of the trade, HK. Tls.
5,032,627, shows a decline of HK. Tls. 537,468.
This is eminently satisfactory considering that
the 1902 total, HK. Tls. 5,570,085, was enhanced to
the extent of HK. Tls. 2,525,405 by the abnormal
importation of Rice and Paddy, whereas for the
year under review the estimated value of these
cereals amounts only to HK. Tls. 1,129,548,
thanks to a good harvest, thus leaving, if grain
be eliminated, a net increase of some HK. Tls.
900,000. About one-half of this gain, apart from
the loss under Opium receipts, referred to in the
remarks under that heading, is to be accounted
for by the increased quantity and higher value
of Indian Yarn which passed our Stations, more
especially for Tungking and Chantun, to the
value of HK. Tls. 1,162,698, against HK. Tls.
692,810 in the previous year. There is a better
demand now for this article, which the country
districts require for cloth weaving, and the
reduction of 30 per cent. on Foreign tariff rate,
allowed at Lung, naturally encourages its pass-
ing our Stations. White Shirtings fell off 30
per cent., while Grey Shirtings remained station-
ary. Receipts of Shirtings—Dyed, Figured,
etc.—have increased from 8,461 to 11,899 pieces,
and Unbleached Cotton Goods, from 80,597 to 89,687
pieces, to which fabrics of Japanese origin contri-
buted no less than 24,835 pieces. This class of
goods is steadily advancing, owing to a growing
demand in Sanning, Cheungsha, Samui, Yeung-
kong, and other market towns in Shantung. The
inhabitants of these localities are said to prefer
them, not alone because of their cheapness, but
also for their suitability in the making of clothes
and articles of household use. The trade in
Metals of all kinds shows an improvement, and
as to Sundries there is a general mark of

progress. The importation of Kerosene Oil
exceeds all previous records, amounting to
2,336,820 gallons, or an estimated gain of HK.
Tls. 289,282 in value; this unprecedented
importation is, in the first instance, largely due
to the reduction of the *Ching-fai* tax, from \$5
to \$3 per 100 cases, whereby a quantity of Oil,
which previously reached the interior *via*
Canton under Transit documents, was attracted
thence to the prevalence of piracy, which
causes merchants to send, in lieu of remitting
money in exchange for Native produce, a
commodity in general request and one which
does not offer such temptation to pirates.

EXPORTS.—The value of the Export trade is
HK. Tls. 5,527,690, that is, HK. Tls. 400,488 less
than in the previous year and a decrease of HK.
Tls. 718,927 as compared with the year 1901.
The decline is even more serious than the
figures quoted would appear to indicate: to
appreciate their full significance the fact that
the prices of many commodities—notably Silk—
have risen considerably, must be taken into
account, with the result that the total values
are increased to an extent that is calculated to
produce an erroneous impression and conceal
the fact that the Export trade has declined.
In illustration of this, the nine leading articles
of export, excluding Rice, amount in value to
HK. Tls. 3,333,152, whereas if their value is
computed in accordance with the value list of
1902, they would amount to only HK. Tls.
2,521,154. In other words, there is a quanti-
tative decline in the principal articles of
Native produce exported equivalent in value
terms to HK. Tls. 782,001. To state the matter
in another way, the comparative table of
the principal articles of export shows that
of 29 items, exclusive of Rice and
Paddy, no less than 21 show a decrease more
or less important, while the detailed table of Ex-
ports reveals the fact that out of 123 items nearly
80 have declined in quantity. The diversion of
Mats from Native craft to steamers, referred to
in my Report on the trade of 1902, was still
more marked during the year under review, which
shows a further decrease, of 5,262,364 pieces,
representing a value of HK. Tls. 243,195. There
were no less than six small steamers, of 237
tons, flying the Portuguese flag, running, more
or less regularly, from March to September
between Kwangchowwan, Hongkong, and
Macao, whose cargo consisted largely of Mats,
which would otherwise have been carried in
junks through our Stations. A subordinate
reason for this decrease is that considerable
quantities of Mats are finding their way
from Shantung, whence they are shipped by steam-
ers, e.g., 1,685,345 pieces were carried away by
West River steamers, against 715,532 pieces in
1901 and 1,238,796 pieces in 1902. Another
staple article of export, Brown Sugar, shows a
marked decrease, of 93,928 piculs, valued at
HK. Tls. 320,024. To what is this notable fall-
ing in attributable? The 1902 harvest, the
bulk of which would not be ready for export
before the beginning of 1903, was reported to be
a short one, and this point should be allowed in
weight in forming an opinion as to the cause of
the marked decline in quantity. A minor portion
of the 1903 crop, which was a good one, came
forward for shipment towards the end of the
December quarter. It is a noteworthy fact,
however, that not a single picul passed our
Tungking Station, as against 20,000 piculs in the
previous year. When it is considered that
Lunchoo is the chief sugar-producing district,
and that the west coast is served by an increas-
ing number of steam craft, as already noted in
the case of Mats, the inference is plain that
much of this cargo is ceasing to be junk borne,
dealers having commenced to ship their merchan-
dise by steamers direct to Hongkong or Macao
on payment of Export Duty only, thus escaping
further levy at the Lappa or Kowloon Stations.

IMPORTS.—The value of the Import trade is
HK. Tls. 5,527,690, that is, HK. Tls. 400,488 less
than in the previous year and a decrease of HK.
Tls. 718,927 as compared with the year 1901.
The decline is even more serious than the
figures quoted would appear to indicate: to
appreciate their full significance the fact that
the prices of many commodities—notably Silk—
have risen considerably, must be taken into
account, with the result that the total values
are increased to an extent that is calculated to
produce an erroneous impression and conceal
the fact that the Export trade has declined.
In illustration of this, the nine leading articles
of export, excluding Rice, amount in value to
HK. Tls. 3,333,152, whereas if their value is
computed in accordance with the value list of
1902, they would amount to only HK. Tls.
2,521,154. In other words, there is a quanti-
tative decline in the principal articles of
Native produce exported equivalent in value
terms to HK. Tls. 782,001. To state the matter
in another way, the comparative table of
the principal articles of export shows that
of 29 items, exclusive of Rice and
Paddy, no less than 21 show a decrease more
or less important, while the detailed table of Ex-
ports reveals the fact that out of 123 items nearly
80 have declined in quantity. The diversion of
Mats from Native craft to steamers, referred to
in my Report on the trade of 1902, was still
more marked during the year under review, which
shows a further decrease, of 5,262,364 pieces,
representing a value of HK. Tls. 243,195. There
were no less than six small steamers, of 237
tons, flying the Portuguese flag, running, more
or less regularly, from March to September
between Kwangchowwan, Hongkong, and
Macao, whose cargo consisted largely of Mats,
which would otherwise have been carried in
junks through our Stations. A subordinate
reason for this decrease is that considerable
quantities of Mats are finding their way
from Shantung, whence they are shipped by steam-
ers, e.g., 1,685,345 pieces were carried away by
West River steamers, against 715,532 pieces in
1901 and 1,238,796 pieces in 1902. Another
staple article of export, Brown Sugar, shows a
marked decrease, of 93,928 piculs, valued at
HK. Tls. 320,024. To what is this notable fall-
ing in attributable? The 1902 harvest, the
bulk of which would not be ready for export
before the beginning of 1903, was reported to be
a short one, and this point should be allowed in
weight in forming an opinion as to the cause of
the marked decline in quantity. A minor portion
of the 1903 crop, which was a good one, came
forward for shipment towards the end of the
December quarter. It is a noteworthy fact,
however, that not a single picul passed our
Tungking Station, as against 20,000 piculs in the
previous year. When it is considered that
Lunchoo is the chief sugar

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-- SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSAI, VIA SWATOW AND AMOY	"M. STRUVE"	SUNDAY, 2nd Oct., at Daylight.
ANPING, VIA SWATOW AND AMOY	"PROVIDENCE"	WEDNESDAY, 5th Oct., at Daylight.
TAMSAI, VIA SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 9th Oct., at Daylight.
FOOCHOW, VIA SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 12th Oct., at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central, Hongkong, 30th September, 1904.

T. ARIMA, Manager

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	"FORMOSA"	Noon, 30th September	Freight and Passage.
YOKOHAMA, VIA SHANGHAI, HAI MOJI AND KOBE (Passing through the Inland Sea)	"P. A. Valentini"	5 P.M., 30th September	Freight only.
* SHANGHAI	"COROMANDEL"	About 7th October	Freight and Passage.
LONDON, &c.	"BENGAL"	Noon, 8th October	See Special Advertisement.

* Expected to arrive on or about 7th October, will leave for the above port as soon as possible after her arrival with the next English Mail.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 30th September, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SCANDIA (ex KONIGSBERG)	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 3rd Oct. Freight & Passengers.
SUEVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 18th Oct. Freight.
BRISGAVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 1st Nov. Freight.
SLAVONIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 15th Nov. Freight & Passengers.
SEGOVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 29th Nov. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, QUEEN'S BUILDINGS.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	12th October
SACHSEN	26th October
ZIEFEN	9th November
PRINZESS ALICE	23rd November
PRINZ REGENT LUITPOLD	7th December
PRINZESSIN ALICE	21st December
PRINZ EITEL FRIEDRICH	4th January 1905
PRINZ HEINRICH	18th January 1905

ON WEDNESDAY, the 12th day of OCTOBER, 1904, at NOON, the Steamship "SACHSEN," Captain H. Feyen, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till NOON on MONDAY, the 10th October. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 11th October, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 11th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 28th September, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"NICOMEDIA"	4,370	Wagner	October 27th, 1904.
"NUMANIA"	4,370	Bahle	October 27th, 1904.
"ARABIA"	4,483	Schmidt	November 19th, 1904.
"ARAGONIA"	5,198	Schmidt	December 13th, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 25th August, 1904.

NOT RESPONSIBLE FOR DEBTS. NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

QUEEN ELIZABETH, British ship, C. E. Fulton—Standard Oil Co.

LYNDHURST, British 4-m. barque, Parnell—Standard Oil Co.

KENTHURST, British Ship, T. E. Baruch—Standard Oil Co.

BOURPAKI, French barque, Jean—Standard Oil Co.

E. B. SUTTON, American barque, Johnson—Standard Oil Co.

SHIPPING.

ARRIVALS.

ANDRE RICKMERS, German str., 1,020 H. Kohn, 28th Sept.—Bangkok 22nd Sept. Hico—Butterfield & Swire.
ATTAKA, British str., 1,400 T. Jones, 29th Sept.—Canton—23rd September, General—Arnold, Karberg & Co.
FORMOSA, British str., 2,615 B. W. Snow, 29th Sept.—Yokohama 13th September, General—P. & O. S. N. Co.
HONG BEE, British str., 2,000 P. Peters, 29th Sept.—Singapore 23rd Sept.—General—Chinese.
KAIYONG, British str., 1,024 E. Finlayson, 29th September—Hio and Cebu 25th Sept.—General—Butterfield & Swire.
KONGSANG, British steamer, 1,427 P. M. B. Loke, 29th September—Canton 28th Sept.—General—Jardine, Matheson & Co.
ONDA, British str., 3,304 J. Robertson, 29th Sept.—Mojji 24th Sept.—Canton—Jardine, Matheson & Co.

CLEARANCE.

AT THE HARBOR MASTER'S OFFICE.

29th September.

Kansu, British str., for Swatow.

DEPARTURES.

29th September.

APENRADS, German str., for Hoihow.

CHIYEN, Chinese str., for Shanghai.

DAUMAR, German str., for Bangkok.

HUB, French str., for Haiphong.

LEOGRIP, American str., for Manila.

SHANZADA, British str., for Saigon.

VESSLS IN DOCK.

29th September.

ABERDEEN DOCK.—Viking.

Kowloon Dock.—U. S. S. Pathfinder.

Kowloon, Shawmut, Liki, Cherub, Kampat, Catherine Apsar.

COSMOPOLITAN DOCK.—Kentmere, Kohsi-chang.

VESSLS ON THE BERTH.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR ROME AND TRIESTE (DIRECT), CALLING SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"AUSTRIA," Captain Colledani, will be despatched as above TO-DAY, the 30th inst., P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Princes Buildings, Hongkong, 3rd September, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 4th October, 1904, at 1 P.M., the Company's Steamship "AUSTRALIE," Captain Veron, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for MARSEILLES, and accepted in transit through MARSEILLES for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 3rd October. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 21st September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain T. Austin, R.N.E.

DEPARTURES from Hongkong on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 3 1/2 hours to reach Macao.

MING ON & CO. 2nd Floor, 16, Victoria Street. Hongkong 8th September, 1903.

STEAM TO CANTON.

REDUCED FARES.

THE Commodious Steel Twin Screw Steamer "TAI ON"

Captain J. Lawrence, leaves the Tung Yik Wharf, Praya West, on MONDAYS, WEDNESDAYS and FRIDAYS at 8.00 P.M., returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 P.M.

FARES—Saloon \$2.00 Chinese Saloon \$1.00 2nd Class 0.60 Steerage 0.20

This well-known steamer has been fitted throughout with Electric Light. Unrivalled accommodation, excellent cuisine, best brands of Wines and Spirits at moderate charges.

YIK ON S. S. CO. 309, Des Voeux Road Central. Hongkong, 9th July, 1904.

VESSLS ADVERTISED AS LOADING.

DESTINATION	VESSLS NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	8th Oct., at Noon
LONDON & ANTWERP, VIA SINGAPORE, &c.	FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	To-day, Noon
LONDON, AMSTERDAM & ANTWERP	PATROCLOS	Brit. str.	Dickens	BUTTERFIELD & SWIRE	11th Oct.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	Williams	BUTTERFIELD & SWIRE	25th Oct.
MARSEILLES, &c. VIA PORTS OF CALL	ULYSSES	Brit. str.	Veron	MESSAGERIES MARITIMES	4th Oct. 1 P.M.
BREMEN, VIA PORTS OF CALL	AUSITRIEN	Freestr.	H. Feyen	MELCHERS & CO.	12th Oct., at Noon.
HAVRE & HAMBURG	SACHSEN	Ger. str.	Behrens	HAMBURG-AMERIKA LINIE	3rd Oct.
HAVRE & HAMBURG	SCANDIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	18th Oct.
HAVRE & HAMBURG	SUEVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	1st Nov.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	Mudsen	HAMBURG-AMERIKA LINIE	15th Nov.
DURBAN, NATAL	SLAVONIA	Ger. str.	Forck	HAMBURG-AMERIKA LINIE	29th Nov.
TRIESTE, &c. VIA SINGAPORE, &c.	SEGOVIA	Ger. str.	J. W. Martin	GIBB, LIVINGSTON & CO.	8th Oct.
GENOA, MARSEILLES & LIVERPOOL	COURTNEY	Brit. str.	Colledani	SANDER, WIELER & CO.	To-day, P.M.
NEW YORK, VIA PORTS & SUEZ CANAL	PIGMEY	Aus. str.	Parker	BUTTERFIELD & SWIRE	22nd Oct.
NEW YORK, VIA PORTS & SUEZ CANAL	CLAUVERBURN	Brit. str.	E. Bealham	DODWELL & CO. LD.	About 3rd Oct.
VANCOUVER, VIA SHANGHAI, &c.	E. OF CHINA	Brit. str.	S. Robinson	SHEWAN, TOMES & CO.	About 16th Oct.
VICTORIA (B.C.) & TACOMA VIA JAPAN, &c.	SHANWUT	Brit. str.	Wm. M. Smith	CANADIAN PACIFIC R. CO.	19th Oct.
PORTLAND, OREGON	DEUCALION	Brit. str.	G. D. Key	CANADIAN PACIFIC R. CO.	12th Oct.
AUSTRALIAN PORTS	NICOMEDIA	Brit. str.	Wagner	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA & KOBE	CHINGTU	Brit. str.	A. H. Shaw	PORTLAND & ASIATIC	To-morrow.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	AUSTRALIAN	Brit. str.	A. L. Valentini	BUTTERFIELD & SWIRE	10th Oct.
SHANGHAI	TAITUAN	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	3rd Oct.
CHEFOO & NEWCHANG	PIGMEY	Brit. str.	Harris	BUTTERFIELD & SWIRE	To-day, 4 P.M.
SHANGHAI VIA SWATOW & AMOY	KWONGSANG	Brit. str.	P. M. B. Loke	JARDINE, MATHESON & CO.	2nd Oct., D'light.
TAMSAI, VIA SWATOW & AMOY	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSEN KAISHA	9th Oct., D'light.
ANPING, VIA SWATOW & AMOY	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSEN KAISHA	5th Oct., D'light.
FOOCHOW, VIA SWATOW & AMOY	PROVIDENCE	Jap. str.	K. Kornelissen	OSAKA SHOSEN KAISHA	12th Oct., D'light.
AMOY, STRAITS & RANGOON	TRIUMPH	Jap. str.	J. B. Pearson	JARDINE, MATHESON & CO.	5th Oct., D'light.
SWATOW, AMOY & FOOCHOW	PURNEA	Brit. str.	Roach	DOUGLAS LARRAIK & CO.	To-morrow, 2 P.M.
CEBU & ILOILO	HAITAN	Brit. str.	Finlayson	BUTTERFIELD & SWIRE	4th Oct.
MANILA	KAIYONG	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	To-day, 10 A.M.
MANILA	ZAFIRO	Brit. str.	R. W. Almond	JARDINE, MATHESON & CO.	3rd Oct., 4 P.M.
MANILA	YENBANG	Brit. str.	Wheeler	SHEWAN, TOMES & CO.	4th Oct., 10 A.M.
MANILA	TAMING	Brit. str.	Schaw	BUTTERFIELD & SWIRE	15th Oct., Noon.
BOMBAY VIA SINGAPORE & PENANG	AUSTRALIAN	Brit. str.	Belsito	GIBB, LIVINGSTON & CO.	12th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	CAPRI	Ital. str.	A. Stewart	CARLOWITZ & CO.	4th Oct., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	C. AFCAE	Brit. str.	A. Stewart	DAVID SASSON & CO.	11th Oct., 3 P.M.
JAVA PORTS	NAMANG	Brit. str.	A. Stewart	JARDINE, MATHESON & CO.	Qidic dispatch.
SANDAKAN	TIMAH	Dut. str.	A. Stewart	JAYA-CHU JAPAN LINES	7th Oct., 4 P.M.
	MAUSANG	Brit. str.	A. Stewart	JARDINE, MATHESON & CO.	

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	W. M. Smith	Saturday, October 1st
TREMONT	9,606	T. W. Garlick	Friday, October 7th
LYRA	4,417	G. V. Williams	Thursday, October 20th

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS. Hongkong, 26th September, 1904.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	Sat. 1st Oct., 10 A.M.
EUBI	2540	R. W. Almond	Manila.	Sat. 8th Oct., 10 A.M.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 26th September, 1904.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE. THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN" 2,882 Tons..... WEDNESDAY, 12th Oct.

R.M.S. "EMPERESS OF CHINA" 6,000 Tons..... WEDNESDAY, 19th Oct.

R.M.S. "TARTAR" 4,425 Tons..... WEDNESDAY, 2nd Nov.

R.M.S. "EMPERESS OF INDIA" 6,000 Tons..... WEDNESDAY, 16th Nov.

R.M.S. "EMPERESS OF JAPAN" 6,000 Tons..... WEDNESDAY, 14th Dec.

Hongkong to London, 1st Class via St. Lawrence 20v via New York 262 Intermediate on Steamers £40. " " " 1st Class Rail £42

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA-VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, 9, Pedder Street.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ULYSSES"	On 3rd October.
GLASGOW and LIVERPOOL	"JASON"	On 14th October.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 22nd October.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 27th October.
GLASGOW and LIVERPOOL	"YANGTZE"	On 29th October.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"PATROCLUS"	On 11th October.
GENOA, MARSEILLES and LIVERPOOL	"PINGSUEY"	On 22nd October.
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 25th October.
LONDON, AMSTERDAM and ANTWERP	"ULYSSES"	On 8th November.

* Taking Cargo for Liverpool at London Rates.
TRANS-PACIFIC SERVICE.
STEAMERS TO SAIL
VICTORIA, SEATTLE, TACOMA, and
all PACIFIC COAST PORTS, VIA
NAGASAKI, KOBE & YOKOHAMA
For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [10-11]

Hongkong, 30th September, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO & NEWCHANG	"KIUKIANG"	On 3rd October.
CEBU & ILOILO	"KAIFONG"	On 4th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 3rd October.
MANILA	"TAMING"	On 4th October.
YOKOHAMA and KOBE	"TAIYUAN"	On 7th October.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Tables. A daily qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [12]

Hongkong, 30th September, 1904.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"KWONGSANG"	Friday, 30th Sept., 4 P.M.
MANILA	"YUENSANG"	Monday, 3rd Oct., 4 P.M.
SANDAKAN	"MAUSANG"	Friday, 7th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 11th Oct., 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS. [19-28]

Hongkong, 30th September, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson
S.S. "COURTFIELD"	Captain J. W. Martin
S.S. "CRANLEY"	Captain W. E. Steele
S.S. "IKBAL"	Captain A. Jennings
S.S. "ASCOT"	Captain C. E. Cox
S.S. "TWEEDDALE"	Captain T. M. Milne
S.S. "LOTHIAN"	Captain J. C. Williamson
S.S. "INKUM"	Captain B. S. Pearce

The next departure will be the S.S. "COURTFIELD," sailing from here on 8th October
via CHIN-WAN-TAO (taking Cargo for Durban).
For Freight, apply to
GIBB, LIVINGSTON & CO.,
AGENTS. [20-39]

Hongkong, 27th September, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"CLAVERNET"
Captain Parker, will be despatched for the above
port on or about TUESDAY, the 16th October.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 13th September, 1904. [22-31]

FOR SINGAPORE, PENANG AND
CALCUTTA.
THE Steamship
"CATHERINE APCAR"
Captain A. Stewart, will be despatched for the
above ports on TUESDAY, the 4th October, at
3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 27th September, 1904. [23-32]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

Hongkong, 27th September, 1904.

BOARD AND RESIDENCE

BOARD AND RESIDENCE.
MRS. GILLANDERS.
"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 19th March, 1904. [22-25]

"TANG YUEN."
BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine
and Accommodation.
Apply—**MANAGERESS,**
Maddison Road
or
FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1903. [71]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER.
2, Pedder's Hill.
Hongkong, 1st January, 1892.

MAIL TABLES
FOR
1904.
Mounted on Card ... 30 cents
Paper ... 20 cents
On Sale at the Daily Press Office,
Hongkong 5th March, 1904

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA."
FROM LONDON, PORT SAID, SUEZ,
BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo:—
From London, &c., ex s.s. *Britannia*.
From Persian Gulf ex s.s. *B. I. S. N.*
and *B. P. S. N. Co.'s* Steamers.
Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M. To-day, the 23rd inst.
Goods not cleared by the 30th inst., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the God-
owns for examination by the Consignees and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 23rd September, 1904. [1]

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ALCINOUS."
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 28th inst.
Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M., on the 3rd prox.
No Claims will be admitted after the Goods have
left the steamer's Godown, and all Goods
remaining undelivered after the 3rd prox.,
will be subject to rent.
All Claims against the Steamer must be
presented to the Undersigned on or before the
5th prox., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th September, 1904. [10-11]

PORTLAND AND ASIATIC STEAM-
SHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NICOMEDIA"
FROM PORTLAND (OR), YOKOHAMA,
KOBE, AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigna-
ture, and to take immediate delivery of their
Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.
ALLAN CAMERON,
General Agent.
Hongkong, 26th September, 1904. [14]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"ZIETEN,"
OF THE NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before 9 A.M.
To-morrow MORNING, the 28th inst.
No Claims will be admitted after the Goods have
left the Godowns, and all Goods remaining
undelivered after the 4th October, will be
subject to rent.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on Tuesday, the 4th October, at 9.30
A.M.
All Claims must reach us before the 10th of
October, 1904, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.
**NORDDEUTSCHER LLOYD,
MELCHERS & CO.,**
Agents.
Hongkong, 27th September, 1904. [5]

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"DEUCALION."
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 30th inst.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M., on the 5th prox.
No Claims will be admitted after the Goods have
left the steamer's Godown, and all Goods
remaining undelivered after the 5th prox., will
be subject to rent.
All Claims against the Steamer must be
presented to the Undersigned on or before the
8th prox., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th September, 1904. [10-11]

NOTICES TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"AUSTRIA."

having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed and
stored at their risk, into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Undersigned before
NOON, on the 4th October, or they will not
be recognised.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 4th
October, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.
Hongkong, 27th September, 1904. [13]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE"
FROM MIDDLESBORO, LEITH AND
LONDON.

CONSIGNEES of Cargo are hereby inform-
ed that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 5th prox., will be subject to rent.
All Claims against the Steamer must be
presented to the Undersigned on or before the
15th prox., or they will not be recognised.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 5th prox., at 11 A.M.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 28th September, 1904. [23-25]

SHIPPING IN PORT.

STEAMERS.

AN PHO, British str., 566, Scott, 27th Sept.—
Saigon 22nd Sept., General.—Chinese.
ATHENIAN, British str., 2,140, S. Robinson, 28th
Sept.—Vancouver, B.C., 20th August and
Shanghai 25th September, General.—C. P.
R. Co.
AUSTRIA, Austrian str., 4,879, R. Calcedani,
27th Sept.—Kobe 12th Sept., General and
Tobacco.—Sander, WIELER & Co.
AVALA, British str., 2,385, W. Hume, 21st
September.—New York 23rd July, Case
Oil.—Standard Oil Co.
BENVENUE, British str., 2,505, R. Kroble, 28th
September.—London and Singapore 22nd
Sept., General.—Gibb, Livingston & Co.
CATHERINE APCAR, British str., 1,730, A.
Stewart, 28th Sept.—Calcutta 10th Sept.
and Straits 20th, General.—David Sassoon
& Co.
CLAVERTON, British str., 2,145, Barton, 28th
September.—Salina, Russia, and Moji 18th
September, Coals, Chinese.
DECLARA, German str., 1,791, Schalks, 27th
Sept.—Mojito 2nd September, Coal.—
Sander, WIELER & Co.
DEUCALION, British str., 4,478, G. D. Keay,
28th September.—Singapore 23rd Sept.,
General.—Butterfield & Swire.
EMMA LUYKEN, German str., 1,110, H. Martens,
25th Sept.—Pilatjap (Java) 9th Sept.,
Sugar, Nuts and Oil.—Chinese.
EMPRESS OF CHINA, British str., 3,046, E.
Bootham, R.N.E., 27th Sept.—Vancouver
5th Sept. and Shanghai 24th, Mails and
General.—C. P. R. Co.
HOHNSTERN, German str., 1,275, H. Hamer,
21st Sept.—Saigon 16th Sept., Rice and
Flour.—Order.
HONGKONG, French str., 742, A. Sazzoni, 28th
Sept.—Haiphong and Hellow 27th Sept.,
General.—A. R. Marry.
JOHANN, German str., 952, Iphand, 16th Sept.—
Bangkok 9th September, Rice.—Jensen
& Co.
KIUKIANG, British str., 1,228, Harris, 27th
September.—Swatow 26th Sept., General
—Butterfield & Swire.
KOHICANG, German str., 1,292, C. Gosewisch,
23rd Sept.—Bangkok 14th Sept., General.
—Butterfield & Swire.
LILIA, British str., 1,834, E. Morris, 28th Sept.—
Saigon 23rd Sept., General.—Chinese.
MARIE JENSEN, German steamer, 2,247, H.
Lorenzen, 24th Sept.—Moji 18th Sept.,
Coal.—H. U. Jeffries.
MAUSANG, British str., 1,644, S. J. Payne, 24th
Sept.—Sandakan 18th Sept., Timber.—
Jardine, Matheson & Co.
M. STREVE, German str., 996, P. Brandt, 28th
Sept.—Tamsui 25th Sept., Amoy 26th and
Swatow 27th, General.—Osaka Shosen
Kaisha.
NICOMEDIA, German str., 4,604, A. Wagner,
28th Sept.—Portland 31st August, Flour.
—Portland & Asiatic S. S. Co.
PARKING, British str., 2,875, G. Rodway, 23rd
Sept.—Yokohama via Ports 10th Sept.,
General.—Nippon Yusen Kaisha.
PERA, British str., 7,636, Valentini, 20th Sept.—
London and Singapore 20th September,
General.—P. & O. S. N. Co.
RANDE REUNION, British str., 1,327, Thos.
Wm. Carr, 19th Sept.—Port Louis and
Mauritius 22nd August, General.—Order.
SHAWMUT, American str., 9,506, Smith, 22nd
August.—Tacoma 18th July, General.—
Dodwell & Co.
TAISHAN, British str., 1,140, C. D. Jenkins,
24th Sept.—Sourabaya and ports 14th
September, Sugar.—Bradley & Co.
VIRGO, Norwegian str., 914, Th. O. Danielsen,
24th Sept.—Bangkok 18th Sept., Rice.—
Sander, WIELER & Co.
WUHU, British str., 1,227, E. Richards, 25th
September.—Saigon 21st Sept., Rice and
Rice Flour.—Butterfield & Swire.
YOCROW, British str., 1,806, J. H. Brown, 27th
September.—Yangtze Ports 23rd Sept.,
General and Rice.—Butterfield & Swire.
YUENSANG, British str., 1,128, F. Wheeler, 26th
September.—Manila 23rd Sept., General.—
Jardine, Matheson & Co.
ZAFIRO, British str., 1,611, R. Rodger, 26th
September.—Manila 24th Sept., General.—
Sheewan, Tomes & Co.

SAILING SHIPS.

BOURBANK, French ship, 1,710, F. Jean, 6th
Sept.—New York 10th May, Petroleum.—
Standard Oil Co.
E. B. STURTON, American barque, 1,248, John-
son, 19th July.—Chafco 23rd June, Ballast.
—Order.
KENTMERE, British barque, 2,334, Burch, 14th
June.—New York 29th January, Kerosine.
—Standard Oil Co.
QUEEN ELIZABETH, British ship, 1,700, C. E.
Fulton, 22nd August.—New York 19th
April, Kerosine Oil.—Standard Oil Co.

BRITISH WARSHIPS.

ALACRITY, British despatch-boat, 1,700, Comdr.
R. M. Harbord

CHERUB, water tank and tug.

ESPIEGLE, British gunboat, 1,070, Ernest G.
Barton

HANDY, torpedo boat destroyer.

ORTER, torpedo boat destroyer, Lieut. E. H.
Jellicoe

ROSARIO, sloop, Captain Vivian.

SIRIUS, cruiser, C. H. H. Moore.

TAKU, torpedo boat destroyer.

TASAR, receiving ship, Commodore C. G.
Dicken

VIRAGO, torpedo boat destroyer.

FOREIGN WARSHIPS.

GENERAL ALAVA, American transport, Captain
Whitton

TITANIA, German cruiser, Capt. Schaako.

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Com. R. M. Harbord, Hongkong
Albion, battleship, 12,950 tons, 16 guns, Capt.
Fremantle, Weihaiwei.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,
Comdr. Rowland Nugent, Haining Sea.

Amphitrite, let class cruiser, 11,000 tons, 13,000
h.p., Capt. Charles Windham, C.V.O.,
Weihaiwei.

Andromeda, cruiser, 12,500 tons, Capt. Nelson
Ommuney, Weihaiwei.

Astraea, 2nd class cruiser, 4,360 tons, 10 guns,
7,000 h.p., Captain Lionel G. Tufnell
Singapore.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut. Comdr. O. M. Makins, Yangtze.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut. Comdr. Thos. D. Pratt, Weihaiwei.

Centurion, battleship, 10,500 tons, Capt. Fegen,
Weihaiwei.

Crossy, cruiser, 12,000 tons, 14 guns, 21,000
h.p., Capt. Hay M. T. Tador, Weihaiwei.

Espeigle, gunboat, 1,070 tons, 10 guns, Comdr.
Sator, Hongkong.

Fame, torpedo boat destroyer, 360 tons, 6 guns,
5,700 h.p., Lieut. Comdr. C. Asser, Wei-
haiwei.

Fearless, gunboat, 443 tons, 12 guns, Comdr.
Vaughan I. ows, Shanghai.

Glory, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain A. W. Carter, Weihaiwei.

Handy, torpedo boat destroyer, 360 tons, 6 guns,
4,000 h.p., in reserve.

Hart, torpedo boat destroyer, 260 tons, 6 guns,
4,000 h.p., Weihaiwei.

Humber, storeship, 1,640 tons, Comdr. P. M.
Riador, Weihaiwei.

Iphigenia, 2nd class cruiser, 3,600 tons, Capt.
Fawcoker, Shanghai.

Janus, torpedo boat destroyer, 280 tons, 6 guns,
3,500 h.p., Lieut. Comdr. J. A. Gregory,
Weihaiwei.

Kinsale, river gunboat, 331 tons, Lieut. Comdr.
Christopher P. Metcalf, on Yangtze.

Leviathan, cruiser, 14,100 tons, Capt. Hon. W.
G. Stopford, Weihaiwei.

Moore, river gunboat, 180 tons, 2 guns,
Lieut. Comdr. G. G. Webster, West River.

Ocean, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain Greet, C.M.G., Weihaiwei.

Otter, torpedo boat destroyer, 350 tons, in
reserve.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,
Comdr. J. Nicholas, Chomulpo.

Rambler, surveying ship, 583 tons, Comdr.
Chas. E. Moore, Labuan.

Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. S.
Anbyn Wake, Singapore.

Robin, river gunboat, 55 tons, 2 guns, 240
h.p., Lieut. Comdr. Vaughan, West River.

Rosalia, sloop, 380 tons, 6 guns, 11,400 h.p.,
Comdr. Thos. Jackson, Hongkong.

Sandpiper, river gunboat, 50 tons, 2 guns, 240
h.p., Lieut. Comdr. L. W. Jones, West River.

Sirius, 2nd class cruiser, 3,600 tons, Capt. C. H.
H. Moore, Hongkong.

Snipe, river gunboat, 35 tons, 2 guns, 240 h.p.,
Lieut. Comdr. Ernest W. G. Davidson, on
Yangtze.

Taku, torpedo boat destroyer, 250 tons, 6 guns,
5,600 h.p., Weihaiwei.

Tamar, receiving ship, 4,500 tons, 6 guns,
Commodore C. G. Dicken, at Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut.
Comdr. E. F. R. Dagmore, on Yangtze.

Thetis, cruiser, 3,400 tons, Capt. J. C. A.
Wilkinson, Weihaiwei.

Tweed, gunboat, 302 tons, 3 guns, 200 h.p.,
Lieut. Comdr. R. H. Keate, on Yangtze.

